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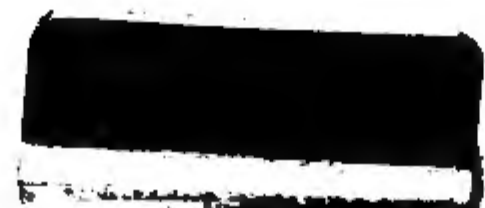
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Public Documents of Massachusetts:

BEING THE

ANNUAL REPORTS

OF VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1896.

PUBLISHED BY THE SECRETARY OF THE COMMONWEALTH.

Vol. V.

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TWENTY-EIGHTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1897.

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Commonwealth of Massachusetts.

RAILROAD COMMISSIONERS.

JOHN E. SANFORD, Taunton, *Chairman*, . Term expires July 1, 1897.
WILLIAM J. DALE, Jr., North Andover, . (Died November 5, 1896.)
GEORGE W. BISHOP, Newtonville, . . Term expires July 1, 1898.
HERSEY B. GOODWIN, Cambridge, . . Term expires July 1, 1899.

WILLIAM A. CRAFTS, Boston, *Clerk*.

FRED E. JONES, Brookline, *Accountant*.

GEORGE F. SWAIN, Boston, *Bridge Engineer*.

WILLIAM J. McCULLOUGH, Chelsea, *Assistant Clerk*.

RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . Term expires October 1, 1897.
GRAFTON UPTON, Boston, . . . Term expires October 1, 1899.
CHARLES E. PAIGE, Lowell, . . . Term expires October 1, 1898.

OFFICE, No. 20 BEACON STREET, BOSTON.

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COMMISSIONERS' REPORT.

Part 1.

RAILROAD CORPORATIONS.

Commonwealth of Massachusetts.

The Board of Railroad Commissioners respectfully submits its Twenty-eighth Annual Report.

MASSACHUSETTS RAILROAD CORPORATIONS.

Forty-nine railroad corporations, whose roads are located wholly or in part within the limits of this State, have made the annual returns required by law for the year ending June 30, 1896.

The New York & Boston Inland, incorporated under the general law in 1883, having failed to build its road within the time allowed for that purpose, including several extensions of time by special act, and having apparently abandoned its project, is dropped from the list of companies — making the number one less than in the last report.

No consolidations and no leases of Massachusetts roads were made during the last fiscal year. The Concord & Montreal, of New Hampshire, with its controlled lines, including the Nashua, Acton & Boston in this State, has been leased to the Boston & Maine for the term of ninety-nine years, the lease taking effect July 1, 1895. About 400 miles are thus added to the lines operated by the last-named company.

The New England, a corporation organized under chapter 484 of the Acts of 1895, having acquired through purchase under foreclosure the franchises and property of the New York & New England, takes the place of that company in this report; but the business operations of the first two months of the last fiscal year have been returned in the name of the receivers of the old company, who remained in possession until September 1, 1895.

Of the forty-nine corporations making returns as above, only thirteen were engaged in actual railroad operation. The roads

of thirty-four companies were leased to and operated by other companies, one company was not operating its road, and the road of the remaining company is not yet built. Five of the thirteen operating companies — the Boston & Albany, Boston & Maine, Fitchburg, New England, and New York, New Haven & Hartford — operated over 96 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

RAILROAD MILEAGE.

There was no increase the last year in the length of railroad line in this State. The Cape Ann Granite, a new freight road, added 1.436 miles, but there was a shortening by relocation and remeasurement of 2.510 miles, making a net decrease of 1.074 miles. An addition of 2.807 miles of second track and 58.161 miles of side track was, however, made to the existing roads within the State.

There are now in Massachusetts 2,113.310 miles of main and branch railroad line. There are besides 906.997 miles of second, third and fourth main track, and 1,267.747 miles of side track — making the total length of railroad track within the State 4,288.054 miles. The following table gives the length of railroad line and track in this State, June 30, 1896, as compared with the previous year: —

Railroad Mileage in Massachusetts, 1895 and 1896.

RAILROAD MILEAGE.	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,114.384	2,113.310	1.074*
Length of second track, . . .	855.920	858.727	2.807
Length of third track, . . .	30.430	30.430	—
Length of fourth track, . . .	17.840	17.840	—
Length of side track, . . .	1,209.586	1,267.747	58.161
Total, reckoned as single track,	4,228.160	4,288.054	59.894

* Decrease.

It is not, of course, intended to include in the mileage as stated in this report the length of unincorporated railroads, or of railroad spurs and tracks built exclusively for private use.

Mileage Owned.

The total length of railroad line *owned* by Massachusetts companies, *in and out* of the State, is 3,478.100 miles ; and the total length of railroad track so owned is 6,813.634 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1896, and the increase over the previous year, are stated in the following table : —

Mileage Owned by Massachusetts Companies, 1895 and 1896.

MILEAGE OWNED.	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,479.214	3,478.100	1.114*
Length of second track, . . .	1,215.440	1,219.017	3.577
Length of third track, . . .	75.940	84.400	8.460
Length of fourth track, . . .	63.350	71.810	8.460
Length of side track, . . .	1,850.576	1,960.307	109.731
Total, reckoned as single track,	6,684.520	6,813.634	129.114

* Decrease.

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within and without* the State, including roads operated under lease or contract as well as roads owned, is 4,755.690 miles ; and the total length of track so operated is 8,717.824 miles — as shown in detail, with the increase for the year, in the next table : —

Mileage Operated by Massachusetts Companies, 1895 and 1896.

MILEAGE OPERATED.	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	4,352.224	4,755.690	403.466
Length of second track, . . .	1,310.127	1,348.327	38.200
Length of third track, . . .	87.970	96.430	8.460
Length of fourth track, . . .	75.380	83.840	8.460
Length of side track, . . .	2,154.396	2,433.537	279.141
Total, reckoned as single track,	7,980.097	8,717.824	737.727

The comparatively large increase in operated mileage which appears in the last table is due to the addition of the Concord & Montreal lines, under the lease before mentioned, to the Boston & Maine system.

A comparison of the foregoing tables will show that of the 3,478 miles of railroad line *owned* by Massachusetts companies, 1,365 miles are outside the State; and of the 4,756 miles *operated*, 2,642 miles are outside the State. In other words, nearly two-fifths of the total mileage *owned*, and more than one-half of the total mileage *operated*, by the companies whose business is covered by this report, are located in other States.

COST AND CAPITAL INVESTMENT PER MILE.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of five roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 58.48 miles, of which 41.70 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is \$79,996.06 per mile of road owned, and the average cost of equipment is approximately \$9,270.48 — making together \$89,266.54 per mile. The average cost of construction of narrow-gauge road is \$39,718.77 per mile, with \$7,325.83 for equipment — or a total of \$47,044.60 per mile.

Cost of Construction and Equipment, June 30, 1895 and 1896.

CONSTRUCTION AND EQUIPMENT.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	1895.	1896.	1895.	1896.
<i>Standard-Gauge Roads.</i>				
Cost of construction, .	\$78,192 36	\$79,996 06	\$56,117 26	\$57,160 59
Cost of equipment, .	9,279 84	9,270 48	6,659 97	6,624 15
Totals, . . .	\$87,472 20	\$89,266 54	\$62,777 23	\$63,784 74
<i>Narrow-Gauge Roads.</i>				
Cost of construction, .	\$47,068 29	\$39,718 77	\$38,552 95	\$33,571 81
Cost of equipment, .	9,169 97	7,325 83	7,510 99	6,192 07
Totals, . . .	\$56,238 26	\$47,044 60	\$46,063 94	\$39,763 88

In reckoning or comparing cost per mile, the length of main track is to be taken into account. The preceding table gives the average cost of construction and of equipment per mile of *road* and also per mile of *main track* owned, including the cost but not the length of side track, for roads of each class, as returned by the companies at the close of the last two years.

In the next table the cost of construction and equipment, and also the *capital investment* (amount of outstanding capital stock and net debt), per mile of road and per mile of main track, are given for each of the five leading standard-gauge roads, as ascertained from the returns of the respective companies, June 30, 1896 :—

Cost and Capital Investment per Mile (Five Roads).

RAILROADS.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	Construction and Equipment.	Capital Investment.	Construction and Equipment.	Capital Investment.
Boston & Albany, . . .	\$98,421	\$104,800	\$54,005	\$57,506
Boston & Maine, . . .	99,652	122,237	70,856	86,915
Fitchburg, . . .	110,396	116,204	86,737	91,301
New England, . . .	115,113	116,146	87,397	88,182
N. Y., N. H. & Hartford, .	188,565	272,702	92,858	134,291
Averages, . . .	\$119,583	\$140,809	\$78,041	\$91,893

OPERATIONS OF THE YEAR.

Summary and detailed statements of the business operations and financial results of the last year will be found on subsequent pages of the report. It may be sufficient to note here that the assets of the companies were increased in round numbers \$20,000,000 and the liabilities \$17,000,000, adding \$3,000,000 to the aggregate surplus and making the percentage of surplus larger than the average for the last ten years.

As compared with the previous year, there was an improvement in both traffic and revenue. There was an increase of \$815,496 in net earnings from operation, an increase of \$299,728 in net divisible income, and a decrease of \$103,571

in dividends paid, with a resulting increase of \$403,299 in the profit balance for the year. The ratio of operating expense was 69.92 per cent, which is 1.77 per cent above that of the preceding year, and nearly one per cent higher than the average (68.94) for the last ten years.

The average rate of dividend on total capital stock was 5.49 per cent, which, though less than the rate for the three preceding years, was almost exactly the average (5.50) for the last decade. The rate on the capital stock (about \$165,000,000) of the thirty-four dividend-paying companies was 6.83 per cent, as against 7.08 per cent the year before. Seventeen companies with an aggregate capital of about \$40,000,000 paid no dividend. It is interesting to note that the average dividend rate on the capital of the leased roads was 6.15 per cent, while that on the capital of the operating roads was only 5.76 per cent.

It is hardly necessary to say that the last three years have been far from being years of normal prosperity and growth in railroad enterprise. Following the commercial panic of July, 1893, the year ending June 30, 1894, showed a marked and serious decline in traffic and revenue. The last two years have been years of recovery. How far the recovery has pro-

Comparative Traffic and Revenue, 1893 and 1896.

TRAFFIC AND REVENUE.	1893.	1896.	Increase or Decrease.
			Per Cent.
Passengers carried, . . .	121,807,945	111,629,051	—8.86
Passenger mileage, . . .	1,793,588,541	1,773,733,208	—1.11
Passenger revenue, . . .	\$36,652,444	\$36,395,024	— .70
Tons of freight hauled, . .	35,318,640	34,605,838	—2.02
Freight mileage, . . .	2,529,251,452	2,878,369,521	+13.80
Freight revenue, . . .	\$35,753,771	\$37,885,072	+5.96
Gross earnings, . . .	\$73,413,900	\$74,886,480	+2.01
Operating expenses, . . .	51,285,776	53,362,382	+4.05
Net earnings, . . .	22,128,124	22,524,098	+1.79
Total income, . . .	\$78,901,882	\$82,243,421	+4.23
Total expenditures,* . .	77,725,677	81,878,669	+5.34
Surplus for the year, . .	1,176,205	364,753	—68.99

* Including dividends paid.

ceeded will appear in the preceding table, in which the traffic and revenue of the last year are compared with those of the year which closed June 30, 1893, just before the business depression began. In making the comparison, the operations of the Concord & Montreal for 1893 are included in the table, though not included in previous reports because this road had not then been leased to the Boston & Maine.

It will be seen that the Massachusetts companies have recovered, though hardly more than recovered, their lost traffic and revenue, except in the department of passenger service, which has not yet regained the high-water mark of the year preceding the period of general stagnation.

RAILROAD CONSTRUCTION AND DEVELOPMENT.

From 1832, when the building of railroads in Massachusetts began, up to 1880, there were constructed in this State on an average about forty miles of railroad a year — the largest annual increment, 131 miles, occurring in 1873. In the decade from 1880 to 1890, the rate was a little less than twenty miles a year. In the three years following 1890, the average fell to some eight miles; and in the last three years, less than two miles in all have been built.

It appears, therefore, that for the present, so far as new lines are concerned, railroad construction in this State has practically come to an end. Additional trunk roads are no longer seriously thought of. The building of supplementary branch and cross lines seems to have been given over to the street railway companies. If the electric street railway had been discovered thirty or forty years earlier, doubtless some of the auxiliary railroad lines now in existence would never have been projected.

As the result of her enterprise in the past, Massachusetts has to-day more miles of railroad in proportion to her area than any other State but one; * and with this achievement she ought, perhaps, to be reasonably satisfied.

While, moreover, new construction has been thus reaching its limit, the development of the existing roads and the growth of their traffic and revenue have not only shown no abatement, but have made a remarkable advance. Although the length

* The State of New Jersey.

of railroad line owned by the Massachusetts companies has increased but 30 per cent since 1880, the investment in roadway and tracks, equipments, lands, stations, terminals and other permanent property has increased from \$180,000,000 to \$350,000,000 — or 94 per cent. During the same period the annual volume of traffic on owned and operated lines has grown 179 per cent, or nearly trebled; and the revenue from operation, though not keeping pace with the traffic because of the constant reduction of rates, has nevertheless gained more than 122 per cent.

There are clearly no symptoms of decay or retrogression in the railroad system of the State. In the enlargement of the facilities for transportation, in the provision of more ample terminal accommodations, in the elimination of grade crossings, in all that tends to increase the capacity of the roads for the handling of merchandise and the expedition and safety of travel, there were never, perhaps, more conspicuous enterprise and courage, or a more abundant expenditure, than at the present time. The roads were certainly never rendering on the whole a larger service to the public, in a more liberal spirit, or on more favorable terms.

RATES OF INTEREST AND TRANSPORTATION.

Twenty-five years ago, in 1871, the average rate of interest which the railroad companies of this State were paying on their funded debts, was 6.42 per cent. They are now paying an average rate of 4.77 per cent.* This decrease (1.65) of a little more than one-quarter in the interest rate makes the annual interest charge on the \$132,202,380 of railroad bonds now outstanding less by \$2,181,339. If other conditions had remained the same, this saving in interest might now be applied to increase the dividends on capital stock; and the average dividend rate the last year would in that case have been 1.07 per cent higher, or 6.56 instead of 5.49 per cent, which would still have been lower than in 1871, when it appears to have been 7.47 per cent.

* The average rate of interest on the bonds of the Massachusetts street railway companies in 1871 was 6.69 per cent, and is now 4.98 per cent — an almost parallel reduction, though the corresponding rates are about one-fourth of one per cent higher for street railway than for railroad bonds. No allowance in either case is here made for premium or discount in the sale of bonds.

Other conditions, however, have not remained the same. In this same period of twenty-five years, the average passenger fare per mile has been reduced from 2.51 to 1.79 cents, and the average freight rate per ton mile from 3.11 to 1.28 cents — a reduction of 29 per cent in the one case and of 59 per cent in the other. If the rates of fare and freight which were charged in 1871 had been the current rates in 1896, the gross earnings of the Massachusetts companies from their actual passenger and freight traffic would have been the last year \$65,445,041 larger than they were; and, assuming the same current ratio of operating expense, their net earnings would have been \$19,685,868 larger — that is to say, in both cases approximately doubled. Incredible as this statement may at first appear, it can easily be verified by a simple computation based on the figures which will be found in the statistical portions of the report.

The relief which the companies have obtained from the lower rate of interest on their bonds, is therefore heavily overbalanced by the reductions which have been made — and, from whatever motive, without legal compulsion — in the rates of transportation.

TRANSPORTATION OF BICYCLES.

The following resolve (chapter 112) was passed at the last session of the General Court: —

RESOLVE RELATIVE TO THE CARRIAGE OF BICYCLES BY RAILROAD CORPORATIONS.

Resolved, That the board of railroad commissioners is hereby instructed to investigate and determine upon what terms and conditions bicycles should be carried within this Commonwealth by railroad corporations under the supervision of said board; to recommend to said railroad corporations such changes in their present rules relative thereto as the board may think desirable for the public interest; and to report to the general court what legislation, if any, the board may think advisable in regard to such carriage of bicycles.

It appears by the legislative journals that this resolve originated in a petition to the General Court “for legislation providing for the removal of the burdensome and oppressive charge by railroad companies for the transportation of bicycles.” The petition was presented January 27, and was referred to the joint standing committee on railroads, who, after public hearings, and

after investigation by a sub-committee and conference with the parties in interest, reported on May 5 the above resolve, which was passed by both houses and was approved June 4, 1896.

Upon receiving information of the passage of the resolve, the Board gave public notice of a hearing to be had at its office on July 2. There were present at this hearing Senators Quinn and Bartlett, both of whom had given special attention to the subject-matter while pending in the Legislature, the former having presented the original petition, and the latter having been chairman of the sub-committee and having also reported the resolve from the committee on railroads. The League of American Wheelmen was represented by its president, Mr. Sterling Elliott. The leading railroad companies appeared by their respective counsel and general passenger agents, one or both. A considerable number of other persons, interested as wheelmen or otherwise on one or the other side of the question, were also present. All who desired were heard. A full-sized section of a baggage car equipped with devices for holding bicycles in position and for suspending them on the sides and from the ceiling of the car, with a view to economy of room as well as safety in transportation, had been set up in the office of the Board, and its use was explained and practically illustrated in the course of the hearing.

The harmonious issue (as will appear) of the proceedings before the Board makes it unnecessary to state in full or to discuss the facts and arguments presented. It may not be unprofitable, however, to indicate the general scope of the inquiry.

The proposition of the wheelmen, as stated by Mr. Elliott, was substantially this: The carrying of anything beside the passenger for a passenger fare is in principle wrong. The passenger fare should be fixed as low as may be on the basis of carrying the passenger only. The passenger who takes anything with him, whether it be a trunk or a bicycle, or whatever it may be, should pay for its transportation according to distance, weight, bulk, etc. So long, however, as the railroad company for a passenger fare carries with the passenger a trunk up to 150 pounds in weight, it should carry a bicycle instead of a trunk, if the passenger so elects. The company should not be asked to carry without extra charge a bicycle for

a passenger who has a trunk or any other baggage ; nor should the company be expected to carry a passenger with bicycle on a low-rate coupon or mileage ticket, but only on a full-fare single ticket ; and a special minimum fare for a passenger with bicycle, say fifteen cents, might not be deemed unreasonable. The bicycle should not be required to be covered or protected, and should be carried at the risk of the company and not of the owner.

“ This question of the carrying of bicycles,” said Mr. Elliott, “ is a disagreeable question. A bicycle is about the meanest and most unstable thing there is on earth when you are off of it, and the railroads have thus far made no provision whatever for carrying bicycles. Of course they made no provision for carrying trunks when railroads first started, but, as the demand made it necessary, baggage cars were provided, and now the carrying of trunks is a matter of every-day occurrence, and proper provision is made for them. Now, one bicycle placed in a baggage car alone, and simply stood up against something without being secured, is liable to fall down and to get into all sorts of shapes ; and if you put a second and a third one near it, it makes a snarl. But the demand for their transportation, as Senator Quinn has said, is a growing one, and the customs of the people are changing, and, whereas they used to take trunks, many of them now take bicycles. Then there are a good many who go off for a trip, and, instead of going both ways by wheel, they like to ride one way by train. My conscience is perfectly clear in asking for this, because I really believe it would be profitable in the end for the railroad companies to take bicycles free.”

It was urged by others that the free carriage of bicycles would attract travel to the roads, and would be a source of profit rather than of loss. The need of suitable provision for their carriage, whether with or without charge, was also emphasized. Reference was made to the statutes of New York, Ohio and Rhode Island, by which bicycles are declared to be “ baggage,” and are required to be transported, not exceeding one for each passenger, subject to the same charges and liabilities as for baggage, and without being crated, covered or otherwise protected. It was stated that about 150 transportation companies, large and small, most of them small, had adopted

of thirty-four companies were leased to and operated by other companies, one company was not operating its road, and the road of the remaining company is not yet built. Five of the thirteen operating companies — the Boston & Albany, Boston & Maine, Fitchburg, New England, and New York, New Haven & Hartford — operated over 96 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

RAILROAD MILEAGE.

There was no increase the last year in the length of railroad line in this State. The Cape Ann Granite, a new freight road, added 1.436 miles, but there was a shortening by relocation and remeasurement of 2.510 miles, making a net decrease of 1.074 miles. An addition of 2.807 miles of second track and 58.161 miles of side track was, however, made to the existing roads within the State.

There are now in Massachusetts 2,113.310 miles of main and branch railroad line. There are besides 906.997 miles of second, third and fourth main track, and 1,267.747 miles of side track — making the total length of railroad track within the State 4,288.054 miles. The following table gives the length of railroad line and track in this State, June 30, 1896, as compared with the previous year: —

Railroad Mileage in Massachusetts, 1895 and 1896.

RAILROAD MILEAGE.	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,114.384	2,113.310	1.074*
Length of second track, . . .	855.920	858.727	2.807
Length of third track, . . .	30.430	30.430	—
Length of fourth track, . . .	17.840	17.840	—
Length of side track, . . .	1,209.586	1,267.747	58.161
Total, reckoned as single track,	4,228.160	4,288.054	59.894

* Decrease.

It is not, of course, intended to include in the mileage as stated in this report the length of unincorporated railroads, or of railroad spurs and tracks built exclusively for private use.

The company is consequently exposed to frequent claims for injury or for loss of special parts, which it cannot verify or, if fraudulent, disprove, and which are a source of serious and costly annoyance. Owing to the similarity of bicycles there is besides a constant liability to confusion and delivery to a claimant other than the owner.

Attention was also called to the fact that the carriage of bicycles involves peculiar trouble and expense. A bicycle takes up much more room than a trunk of ordinary size and allowable weight. Bicycles require not only extra space in baggage rooms and cars, but extra service of employees. It is not safe or practicable, as suggested, to receive and deliver them at the car door. The train baggage-master has not the time and it is not in his line of duty to receive and check or to deliver baggage and merchandise. Bicycles must be received, checked and delivered at the baggage room or other room provided for the purpose. Provision must also be made for their storage while waiting shipment or delivery. A man who can carry on a truck twenty trunks at a time, can handle but two bicycles, so that twenty bicycles require ten trips between the baggage room and car. At the Union station in this city several men are regularly employed for this work, and extra men in case of emergency. At this station a special room is provided for receiving and checking out-going wheels, and special help is employed for that duty. In-coming wheels are delivered from the inward baggage room. There are in this room stalls or racks for 50 bicycles; but on one occasion there were 356 bicycles in the room waiting delivery, and its capacity was at the time so overtaxed by regular baggage that the latter had to be carted to the freight house.

It was further stated that the number of bicycles offered for transportation is so variable and uncertain that they cannot be provided for with system and economy. A bicycle meet or excursion, or an unexpected change of weather, may precipitate upon the railroad scores or hundreds of wheels, often at way stations, for which it is unprepared and for which its regular facilities are wholly inadequate. Owing to a sudden shower, for example, 100 wheels were without previous notice offered for transportation on a passenger train from Portsmouth to Lynn, and after these had been unloaded, 110 more were

received for transportation from Lynn to Boston. Delay of trains, interruption of ordinary traffic and annoyance of regular passengers are in such cases unavoidable.

Attention was also called to the probable effect of free carriage on suburban railroad traffic. It was shown that on one of the lines running out of Boston, with an average of 240,000 suburban passengers a month, there were carried on suburban trains in June last only 362 pieces of baggage—or at the rate of one piece for 663 passengers. The trains average five passenger cars each, including a combination car, a small section at one end of which is ample for ordinary baggage purposes. The conditions are similar on the other suburban lines; and it is with reference to such conditions that the exceptionally low rates of suburban fare have been established. The effect of free carriage in New York appears to have been an increase by some 60 or 70 per cent in the number of bicycles carried on local and suburban trains, without corresponding increase in number of passengers. The result must necessarily be an increased cost of service and a tendency to higher passenger fares. A gentleman who was present at the hearing, and who is interested in securing lower suburban rates, strenuously opposed the free carriage of bicycles on this ground alone.

At the time of the hearing, bicycles were carried on the railroads of this State at regular "excess baggage" rates, so called, a bicycle being rated at 100 pounds. The lowest charge for a bicycle under this tariff was 15 cents, this being the charge when the passenger fare was less than 40 cents. If the fare was 40 to 74 cents, the bicycle charge was 20 cents; and so on, increasing approximately in that ratio with the fare. It was claimed by the railroad companies that, taking everything into account, these charges were not unreasonable or excessive.

Notwithstanding this apparently wide divergence of the views and arguments presented, which have been only briefly sketched, the discussion was conducted on both sides with a marked spirit of fairness and conciliation. There was a manifest disposition on the part of the wheelmen to make no unreasonable demands, and on the part of the railroads to make all reasonable concessions. At the close of the hearing it was suggested by the Board that both parties submit in writing such rules and regulations as they respectively desired to have considered and ap-

proved. We were advised thereafter from time to time that the parties were in conference with a view to an agreement upon the regulations to be submitted. In September, Senator Quinn, Mr. Elliott and Mr. N. E. Weeks, chairman of the New England Passenger Association, appeared before the Board and stated that a schedule of reduced rates for the transportation of bicycles had been agreed upon, which, with the approval of the Board, it was desired to have go into effect on the first of the following month. Much satisfaction at the result which had been reached was expressed on both sides; and the Board was desired not only to approve the new tariff, but to report that no legislation on the subject-matter of the resolve is now necessary.

The tariff which was thus agreed upon, and which receives the full approval of the Board, will be found in the Appendix to this report. It makes a material reduction from the excess baggage rates. With a passenger fare of less than 75 cents, the bicycle charge is 10 cents; with a fare of 75 to 100 cents, the charge is 15 cents; and so on — being a reduction of from 33 1-3 to 50 per cent for the shorter distances where most of the transportation occurs, and of about 25 per cent for longer distances.

The Board accordingly reports that no legislation is necessary with regard to the carriage of bicycles by the railroad corporations under its supervision.

VENTILATION OF PASSENGER CARS.

By a resolve passed at the last legislative session, the Board was also instructed to investigate and report upon the ventilation of passenger cars on railroads and street railways. The resolve (chapter 101) is in these terms: —

RESOLVE PROVIDING FOR AN INVESTIGATION OF THE SUBJECT OF THE VENTILATION OF RAILROAD AND STREET RAILWAY CARS.

Resolved, That the board of railroad commissioners is hereby instructed to make an investigation into the general subject of the ventilation of passenger cars used on steam railroads and street railways, including an investigation into the systems of ventilation now in use and other systems, with special reference to the question whether there are any systems of ventilation which should be adopted in whole or in part by railroad and street railway corporations in this Commonwealth. Said board shall report

in print the result of their investigation, with their recommendations, if any, to the next general court on or before the first Wednesday of February in the year eighteen hundred and ninety-seven.

In compliance with this resolve, a public hearing was advertised and held at the office of the Board on November 17, and by adjournment on November 25 and December 1, 1896. At the first hearing there were present some thirty persons, many of them apparently representatives of the various railroads, and several of them patentees of ventilating apparatus, who occupied the time of the sitting in presenting the claims of their respective inventions. The second hearing was attended by some fifteen or twenty persons, most of them practical railroad men and experts who were present at the request of the Board, together with the inventors before mentioned. At the third hearing still fewer persons were present. With the exception of the railroad officials and the patentees of ventilating devices, only three persons made any remarks at the hearings, and no one of these urged the expediency of legislative action.

It appeared from the testimony, as the journals of the last Legislature also show, that the resolve directing the investigation originated in the sole petition, with accompanying bill, of Mr. James M. Palmer, an inventor prominent at the hearings, who is also treasurer of the Palmer Car Ventilating Company, a corporation organized under the laws of Maine, which owns or controls his patents. The petition prayed that railroad and street railway corporations may be required to equip their passenger cars with "a proper system" of ventilation. Instead of a mandatory act, the Legislature passed the resolve in question.

Three patented systems for the ventilation of cars were presented at the hearings. The Palmer system consists in taking the fresh air into the car under the hood at the forward end, and carrying it into two channels which extend the entire length of the car, one on each side of the clear story. There is a partition in each channel at the middle of the car, and the fresh air is discharged into the car through screened openings all along between the front and middle of the car, while between the middle and the rear end of the car the foul air is

intended to pass out through similar openings into the channels, and thence into the open air. This system was invented some twelve years ago; but it is claimed that improvements have been made from time to time, the latest within a few months. The system has, however, never been introduced except tentatively on any railroad. Two cars equipped with it have been running on the Boston & Maine Railroad for several years, and one on a western road for about a month. It was tried on one or two street railway cars, but only for a short time.

The second system presented was that which bears the name of its inventor, Mr. William G. Creamer. By this system the fresh air is taken in through a funnel-shaped opening at each side of the car near the front, and is passed down and along the heating pipes in wooden boxes, from which it enters the car near the floor at various points. The foul air is designed to be exhausted by automatic ventilators at the clear story. This system was patented originally in 1861, but later improvements are claimed to have been made. It has been applied experimentally to cars on various railroads, but never to any considerable extent, and it cannot be said as yet to have approved itself as a success in practical railroad use. Its most extensive use is on the cable railway on the New York and Brooklyn bridge, where forty-four cars equipped with it are now running, twenty of them having been equipped the last year.

The third system, also named from its inventor, was presented by Mr. George H. Maynard, who has a patent only about a year old. By this system the foul air is withdrawn from the bottom of the car through a register on each side, by means of automatic exhaust ventilators at the top of the car. The fresh air enters at the ends of the car through transom windows. The system is now in experimental use on several cars of the Fitchburg Railroad.

Each of these inventors claimed, and apparently with entire sincerity as well as absolute conviction, that his is the "only perfect system of car ventilation," and that all other methods are comparatively worthless.

It is not necessary to recite here the testimony of the practical railroad men. They were questioned in detail with reference to the systems in use on the different railroads in this

State and elsewhere, and with regard to what in their opinion are practically the best methods, and the grounds of such opinion; and much information, based on experience as well as study of the subject, was obtained, which has been of assistance to the Board in forming its conclusions.

The questions to be considered appear to be these:—

1. Are the methods of ventilating passenger cars now in general use reasonably satisfactory?

2. If not, are there any methods which have been shown by experience or otherwise proved to be on the whole more satisfactory?

3. Is it at present desirable that there should be any specific legislation on the subject?

In considering the first question, a distinction is to be taken between the conditions which exist in summer and those which exist in winter. In winter, the car must be warmed as well as ventilated. In summer, the ventilation is by means of open doors and windows, and cannot be said to be insufficient. It might be possible to devise a system theoretically more perfect, that is, insuring a better regulated supply of pure air to each passenger, without draughts and without dust or cinders; but such a system, in order to be effective, would require (as will be seen) that the doors and windows be kept closed; and if it were desirable, it is not practically possible to keep the windows closed in summer, since passengers will not submit to it. The question of car ventilation as a practical question is therefore limited to the methods which can be used during the season when the windows must as a rule be kept shut in order to maintain a proper degree of warmth inside the car.

The usual methods of ventilating passenger cars consist in taking the fresh air in through openings at the end of the car, either over the door or between the door and the sides, and also through movable sashes in the top of the car at the sides of the clear story. The foul air escapes through similar openings, and probably in some cases fresh air comes in and foul air goes out through the same opening. This system cannot be said to be a theoretically perfect one, nor in its practical working all that could be desired. Tests have shown that the air in the car is at times more impure than is desirable or conducive to health. This is especially true in sleeping cars.

The evil does not appear, however, to be by any means so serious as it is sometimes depicted by theorists, valetudinarians, and the inventors of ventilating apparatus; and the present methods, if properly used, would undoubtedly give much better results than they do. The trouble frequently appears to be that the means provided are not intelligently and systematically used by trainmen, or that their use is not permitted by passengers. Many persons object, often unreasonably, to the opening of a ventilator anywhere near them, and it is not an uncommon thing to find a car with all the clear-story ventilators closed. Such was the case in three out of the eight sleeping cars of which the air was tested and the results given in the report of a committee of the Master Car-Builders Association in 1894. A paragraph in the report touches on one of the difficulties just referred to, and proposes a remedy.

Great improvement could, however, be made in the condition of the air in our crowded passenger cars, if the trainmen were compelled to pay proper attention to the ventilators. A regular set of instructions should be furnished them for their guidance, and division officers should be instructed to pass through the train at every opportunity, and to report cases where the ventilators have been neglected, and the air is overheated or foul, to the division superintendent for discipline. The men would then soon learn to attend to this part of their duty. Sleeping car companies should have a code of rules printed and posted in the cars, and their porters and conductors should be made to observe such rules.

It is a matter of frequent remark that the air in smoking cars, notwithstanding the smoke, is practically better than in the other cars of the train, because the ventilators are kept open; and some persons who do not smoke, are in the habit of riding in the smoking car for this reason.

Admitting that the methods now in general use are not all that could be desired, and that in fact they fall far short of an ideal system, the question arises whether there is any other available system which is radically better, or on the whole more satisfactory. The answer must be that no such system, so far as the Board has been able to learn, has as yet been discovered and has borne the test of practical success, — though it is probable that a more perfect system may yet be devised.

The problem of car ventilation involves conditions which are peculiarly variable and complex. A car is sometimes in motion and sometimes at rest; sometimes it runs slowly, sometimes rapidly; sometimes it moves with the wind, sometimes against the wind, and sometimes at right angles to the wind; its doors and windows are sometimes open and sometimes shut. The passengers in a car, moreover, differ widely in temperament, health and habits of life, in sensitiveness to heat and cold and to draughts of air. Some are young and robust, others are aged or feeble. Some desire a high temperature, some prefer a low temperature; some want to sit by an open window, others cannot endure a current of air without taking cold; some are warmly clad, or retain in the car their overcoats and furs; others are thinly clad, or remove their outer garments as they would in a sitting-room. At stations, the doors of a car are necessarily thrown open, sometimes for several minutes; and they are also opened from time to time while the car is in motion, for the passage of the conductor and brakemen through the train.

All these varying conditions make the systematic ventilation of a railroad car much more difficult than that of a building or room. The opening of the doors and windows is a troublesome disturbing factor. If these could be kept closed, it would be much easier to devise an efficient system of ventilation. It has been found impracticable, however, to construct cars with windows that cannot be opened, even in the winter. Instances have repeatedly occurred where passengers have forcibly broken out the windows when it was found that they could not be raised. Even in the coldest months, there are days when the steam heat renders it as desirable to open the windows as it is in summer. No system of car ventilation appears as yet to have been discovered and successfully tested, which is thoroughly efficient except when the car is in motion and the doors and windows are closed; and this is as true of the systems which have now been urged upon the attention of the Board, as it is of other systems.

The difficulties, then, in the way of securing perfect ventilation are partly physical and partly due to the idiosyncrasies of passengers; and of the two, the latter are the harder to deal with.

An ideal system would provide for admitting a proper supply

of pure air, without draught, cinders or dust, and for carrying off an equal quantity of vitiated air. The fresh air should be warmed in winter, and should be made to circulate through the car before leaving it. The ventilation should be independent of the motion of the car, acting when the car is standing still as well as when it is in motion; and there should be a slight excess of pressure inside the car, so that the tendency would be to exclude smoke and dust.

The existing methods are far from fulfilling these conditions; and the Board knows of no system, which has been practically tested, that is not open to some serious objection. If the fresh air is admitted at the top of the car, it should be warmed by some special heating apparatus, and the foul air should be removed from the bottom of the car at the other end, which necessitates separate inlets and outlets at each end of the car. If the fresh air is admitted at the bottom of the car, after being carried along steam pipes, it is not only very unequally heated, depending upon the distance it has travelled along the pipes, but in entering it stirs up the dust and deposits on the bottom of the car, which, as the scientific experts in sanitation have taught us, may be charged with the germs of tuberculous and other disease, and should by no means be disturbed.

It is not improbable that the best system of car ventilation will prove to be one which is not dependent for its action upon the motion of the car, but in which the supply and change of air are effected by means of fans operated by power. No such system, however, has as yet been sufficiently tested to prove its success. Experiments in the use of fans were made some years ago on the Central Railroad of Georgia, but after a short trial the method was abandoned. This is the only instance which has come to the notice of the Board in which fans have been actually used.

We are satisfied by the evidence adduced at the hearings, as well as by information obtained from other sources, that the railroad corporations of the country have not been indifferent to the importance of car ventilation as affecting the health and comfort of their passengers. They have made it for many years the subject of study and experiment. The question of cost does not appear to have controlled their action, and the difference of cost is not indeed a factor of much account, at

least in the construction of new cars, as between the practicable systems open to selection. The companies have from time to time allowed one or more of their cars to be fitted up, under the immediate direction of the inventor, with any system that seemed to promise better ventilation, and have given the system a fair trial on their roads. Each of the systems presented at the hearings has had or is having this opportunity. If any system, after years of persistent advocacy, has failed of general adoption, it must be because the supposed merits of the system have failed to impress themselves upon practical railroad men, upon scientific experts, and upon the general public. While there was testimony at the hearings tending to show that in some of the cases referred to, there was, under favorable conditions and for the time being, a somewhat better result obtained, the weight of the evidence was not sufficient to prove that as a general result, under ordinary and similar conditions, there was any marked or easily perceptible difference in favor of the cars ventilated by even the best of the patented systems, or that these cars were sought by passengers in preference to cars ventilated in the usual way.

The subject of car ventilation, while apparently little progress has been made, has not escaped the attention of engineering organizations or of scientists. In 1893, the Master Car-Builders Association, a body of high standing, comprising the master car-builders of all the principal railroads of the country, appointed a committee on the subject, which submitted a report at the annual meeting in 1894. That report, however, made no specific recommendations, and did little except to formulate the ideal conditions, and to give the results of some tests of the air in cars and of the efficiency of some different types of exhaust ventilators. One paragraph of this report has been quoted on a previous page.

The American Public Health Association has also taken up the question through a committee on Car Sanitation, which has submitted several reports, chiefly calling attention to the need of better ventilation and cleanliness in cars. In the report presented at the meeting at Denver in 1895, there is a paper by Prof. S. H. Woodbridge * in which a fan system of ventilation is proposed. The paper concludes as follows : —

* Professor of Heating and Ventilation in the Massachusetts Institute of Technology.

It would seem to be of more than doubtful utility to equip coaches with carefully designed means for ventilation, unless railroad employees are systematically trained to their use, and they and the travelling public are educated to habits of cleanliness, and are free from the trouble-making notions and imaginings which prevail, even among cultivated people, with reference to ventilation. The proper function of ventilation begins only after cleanliness has done its most perfect work. For a long time to come, to an innocent and dutiful ventilation is even likely to be laid the sin of uncleanness of person and environment.

Ventilation deals with unseen air, unseen aerial movements, and generally with unseen motive forces. The field is rich for a rank growth of notions and imaginings and quackery. Hence the large and important part which imagination plays in ventilation effects. These effects are primarily on a composite and delicate sensorium, upon which imagination plays ruthlessly. It is important, therefore, that any system planned to give the surest and highest satisfaction, should furnish ocular evidence of its existence and of its action. In a well-ventilated room, a raised window, through which no air moved inward, has often been known to give great and immediate relief. Any successful coach ventilation must include such self-announcing means as shall enlist imagination in its favor, and put an effective stop to window raising, that fatal disturber of the working of artificial ventilation. The railroad management must also be called upon to provide whatever may be required to remove every reasonable excuse for window opening.

The ventilation of railroad cars has thus far been spoken of. Little needs to be added regarding the ventilation of street railway cars. Except as regards speed, the conditions are in general similar. In warm weather, open street cars are almost wholly used. The special provision for the ventilation of box cars usually consists of a considerable number of pivoted sashes in the clear story. The windows in the body of the car may also be opened on occasion, at least during the milder seasons of the year. The frequent opening of the doors for the entrance and exit of passengers is of itself an effective means of ventilation; and one or both doors, except perhaps in extreme weather, may be left open more or less widely for the admission or escape of air. Passengers usually ride for much shorter distances than in railroad cars, and rarely remove the garments which are suitable for the outside temperature; and one or

more of the above methods may ordinarily be used without risk of undue exposure. The overhead ventilators alone, if properly handled, would be found in almost every case amply sufficient. Not infrequently, however, every one of the twenty-four ventilating sashes in a full-sized electric car is found closed.

On account of the slower speed, any ventilating apparatus that depends on the motion of the car, would be less efficient on the street railway than on the railroad ; and, as before stated, no such apparatus will work unless the doors and windows are shut. Probably no artificial system that is at present available would be accepted by passengers as a substitute or equivalent for the simpler and more direct methods now in use. Until some radically different and more efficient system has been discovered, there seems to be on the whole no more satisfactory method for the ventilation of the crowded cars which are run on city and suburban lines, than to open the overhead sashes, and if that is not sufficient, to open the windows or doors. On longer routes, where all of the passengers are seated, and where the doors may be kept nearly all of the time closed, the conditions would more nearly resemble those in railroad travel.

It has not been made apparent to the Board, by the testimony at the hearings or otherwise, that there is grievous complaint by the travelling public about the ventilation of passenger cars, on either railroads or street railways ; or that there is any general demand for radical reform or relief through mandatory legislation. Much more frequent complaints come to our ears of the overheating or underheating of cars, than of their foul or vitiated atmosphere. It is perhaps safe to say that the complaints of bad or insufficient car ventilation are not more numerous or well-grounded than those which are heard with respect to many public buildings and places of assembly for whose ventilation experts of high repute have been employed and no expense has been spared ; and the problem is less difficult and complex in the latter than in the former case. This, however, is no reason why there should not be persistent study and effort for the more perfect ventilation of passenger cars.

It is evident from all that has been said, that car ventilation is still in its experimental stage; and that no artificial system or method has as yet been so fully perfected and so thoroughly approved by successful use, as to warrant the Board in recommending its general adoption under the constraint or regulation of law. The Board accordingly reports, as the result of its investigation, that no specific legislation on this subject appears to be at present expedient.

GENERAL SUMMARY OF RAILROAD ACCIDENTS.*

Train Accidents.

The whole number of train accidents reported to the Board during the year ending June 30, 1896, was 21, of which 15 were collisions and 6 were derailments. Of the collisions, one was a head collision, 11 were rear collisions, one occurred at a crossing, and 2 occurred in railroad yards. By these collisions 27 passengers were injured, though none fatally, and 3 employees were killed and 18 injured. Of the derailments, 2 were of passenger trains and 4 were of freight trains. By the derailment of the passenger trains, 2 passengers were killed and 2 passengers and 4 employees were injured. By the derailment of the freight trains, one employee was killed and 3 were seriously injured. The above enumeration of train accidents does not include several slight collisions and derailments resulting in no injury to persons and not much damage to property.

Number of Persons Injured.

The total number of casualties to persons reported by the several railroad companies during the year was 1,025, being 44 more than during the year ending June 30, 1895, and 89 less than during the next preceding year. Of the whole number injured, 274 were injured fatally and 751 less seriously — an increase of 26 fatal injuries and of 18 not fatal. Of the total number of casualties, 89 were to passengers, 578 to employees, 74 to persons at grade crossings and stations, and 284 to trespassers. Of the whole number injured, 23 appear to have been children.

* Prepared by the Clerk of the Board, Mr. WILLIAM A. CRAFTS. For tabulated Statement of Accidents, see Appendix.

Accidents to Passengers.

Three passengers were killed, and 34 were injured, by causes beyond their own control. Of passengers injured by reason of their own fault or want of care, 7 were killed and 45 were injured. This is not so favorable a showing as in the preceding year, when no passenger was killed and but 5 were injured by causes beyond their control; and when 9 less were killed or injured through their own fault or negligence. Getting off or attempting to board a moving train is the principal cause of injury to passengers who carelessly risk life or limb.

The total number of passengers carried on Massachusetts railroads within and without the State was 111,629,051, and the total number of miles travelled was 1,773,733,208. It is believed that at least 20 per cent of the number of passengers are carried wholly outside the State line. Making this deduction from the whole number, the number carried within the State would be, in round numbers, 89,500,000, and the number of miles travelled would be 1,420,000,000. Assuming these figures to be substantially correct, the ratio of accidents to passengers and to miles travelled is shown in the following table, and is also compared with that of the previous year:—

Passengers Killed and Injured in Massachusetts in 1895 and 1896.

PASSENGERS CARRIED, ETC.	1895.	1896.
Total number of passengers carried in Massachusetts,	86,500,000	89,500,000
Total miles travelled in Massachusetts,	1,309,000,000	1,420,000,000
Passengers <i>killed</i> by causes beyond their own control,	0	3
Ratio to total passengers carried,	0 to 86,500,000	1 to 29,833,333
Ratio to total miles travelled,	0 to 1,309,000,000	1 to 473,333,333
Passengers <i>injured</i> from causes beyond their own control,	5	34
Ratio to total passengers carried,	1 to 17,300,000	1 to 2,632,353
Ratio to total miles travelled,	1 to 261,800,000	1 to 41,764,706
Passengers <i>killed</i> by their own fault or want of care,	5	7
Ratio to passengers carried,	1 to 17,300,000	1 to 12,785,714
Passengers <i>injured</i> by their own fault or want of care,	38	45
Ratio to total passengers carried,	1 to 2,276,316	1 to 1,988,889

Although the ratio of passengers injured fatally or otherwise is not so favorable as in the year ending June 30, 1895, the fact that only one in nearly thirty millions of travellers was fatally injured by causes beyond his own control, is an assurance that travelling by railroad is remarkably safe. It is, however, apparently much less safe than in Great Britain, where the total number of passengers carried in 1895 was 816,921,056, and the number of passengers killed without fault of their own was only 5, being one in 163,384,211. The number so injured not fatally was 399, showing a ratio to whole number carried not very different from that in this State, but somewhat less favorable, being one in 2,047,421.

Accidents to Employees.

The total number of employees killed and injured was 578, being 22 less than in the preceding year. Of these 439 were trainmen, and 139 were otherwise employed. Five were killed and 228 were injured while coupling or uncoupling cars, being only half as many killed and 18 less injured as compared with 1895. Many of the injuries were not serious and some were very slight; but this class of accidents is larger than any other, being this year 40 per cent of the whole number of employees injured and 53 per cent of the trainmen injured.

By coming in contact with overhead bridges or other structures 6 were killed and 22 were injured, being 2 less killed and 8 more injured than in the preceding year. By train accidents of all kinds 6 were killed and 52 were injured, a slightly better record than that for 1895.

Twenty-two were killed and 63 were injured by falling or being thrown from trains and engines, an increase of fatal injuries over the preceding year, when 15 were killed, though 92, a larger number, were injured. By various accidents, some not definitely described or of known cause, and many not peculiar to railroad employment or the movement of trains, and others due to a want of care in performance of duty on the track or in yards, 35 were killed and 139 were injured, both being somewhat in excess of the preceding year.

In Great Britain, the casualties to employees by train accidents in 1895 were 12 killed and 88 injured. In addition to these there were 430 killed and 2,566 injured from causes

grouped in our tables under the heads of coupling and uncoupling cars, overhead bridges, falling from trains and engines, and various other causes not classified; making the whole number of employees killed 442 and injured 2,654, or a total of 3,096 killed and injured. With ten times as many miles of railroad as in Massachusetts, and with probably a much greater proportionate number of employees, the ratio of accidents to employees was much less than in Massachusetts, where 578 were killed and injured on a little over 2,100 miles of railroad.

Accidents at Grade Crossings.

Thirty-one persons were killed and 28 were injured at grade crossings, making a total of 59 casualties, or 12 less than in the preceding year. At crossings protected by gates or flags, 16 were killed and 10 were injured; at unprotected crossings, 15 were killed and 18 were injured.

There are in the State about 1,150 protected crossings, and about 1,000 unprotected. If, in view of the number of accidents at protected crossings, it be asked if gates or flags accomplish much in the way of protection, it should be borne in mind that the protected crossings are those which would be the most dangerous without protection, and that most of them are in populous districts where trains are frequent and travellers on the public ways are very numerous.

The table on the opposite page shows the grade crossing accidents on each of the operating roads. In examining this table it will be observed that the New York, New Haven & Hartford Railroad Company reports only the number of persons *killed* at crossings. The number injured, if any, is not stated, and the ratio of casualties to number of crossings therefore appears to be much lower on this than on any other railroad.

Accidents to Trespassers.

The total number of trespassers killed and injured was 284, of whom 152 were killed and 132 were injured not fatally. Of the whole number 223 were unlawfully on the track and 61 were unlawfully on cars. No cases of suicide are specially reported, but one unsuccessful attempt is named. It is not improbable, however, that more of these "accidents" were premeditated by the victims.

Casualties at Grade Crossings during the Year ending June 30, 1896.

RAILROADS.	AT PROTECTED CROSSINGS.		AT UNPROTECTED CROSSINGS.		TOTAL.		Total Grade Crossings.	Total Persons Killed or Injured.	Ratio of Accidents to Crossings.†
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany,	4	-	2	2	6	2	250	8	1 to 31
Boston & Maine,	5	7	3	6	8	13	632	21	1 to 30
Boston, Revere Beach & Lynn,*	-	-	1	-	1	-	14	1	1 to 14
Cape Ann Granite,	-	-	-	-	-	-	2	-	-
Fitchburg,	5	2	1	4	6	6	236	12	1 to 19
Grafton & Upton,	-	-	-	-	-	-	30	-	-
Hoosac Tunnel & Wilmington,*	-	-	-	-	-	-	-	-	-
Martha's Vineyard,*	-	-	-	-	-	-	4	-	-
Nantucket Central,*	-	-	-	-	-	-	4	-	-
New	-	1	3	5	3	6	159	9	1 to 17
New	-	-	-	1	-	1	57	1	1 to 57
New York, New Haven & Hartford,	2	-	5	-	7	-	763	7	1 to 109
Worcester & Shrewsbury,*	-	-	-	-	-	-	4	-	-
Totals,	16	10	15	18	31	28	2,155	59	1 to 36

* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 44; at unprotected crossings, 1 to 30.

The length of the railroads in Massachusetts is about 2,100 miles. The ratio of accidents to trespassers to the miles of railroad operated is therefore nearly 1 to 7. The length of the railroads in Great Britain is ten times that of the roads in this State, or 21,000 miles, and the number of accidents to trespassers in the year 1895 was 525, or 1 to 40 miles of road — a difference in favor of Great Britain which is due to the greater care with which railroad tracks are guarded, and the fewer opportunities to enter upon the roadway.

RAILROAD BRIDGES.

Professor Swain, of the Massachusetts Institute of Technology, the expert of the Board in matters involving mechanical and scientific questions, and having as its engineer special charge of the department of railroad bridges, submits the following (his tenth annual) report for the last calendar year: —

Boston, December 31, 1896.

The Massachusetts Board of Railroad Commissioners,

Hon JOHN E. SANFORD, *Chairman.*

GENTLEMEN: — I beg leave to submit the following report regarding the bridge work which has been done by the railroad companies during the calendar year 1896.

Number and Description of Railroad Bridges.

The table on the opposite page gives the number and description of railroad bridges on the different railroads, in the State of Massachusetts. It is similar to the tables given in the annual reports for a number of years. Changes are made in this table from year to year, not simply on account of the fact that some new bridges are built, some old bridges renewed with a different style of construction, and still other bridges abolished, but also because each year it is found that on some railroads a few short spans previously included are just below the limit of ten feet, or that other short spans not previously reported are slightly above that limit. Moreover, alterations in bridges are occasionally not reported until the following year. This table gives the number of bridges of each class above ten feet in span, counting as a separate bridge each span which rests on masonry abutments or metal supports, but each wooden pile or trestle bridge as but one bridge.

Bridge Work Done in 1896.

The past year has seen a considerable amount of bridge work done on the various railroads, a summary of which will now be given, not including, however, minor repairs.

On the *Boston & Albany Railroad*, the pile bridge in Framingham, the only wooden bridge on the main line in this State, has been replaced by a masonry arch. Ten spans of plate girders have been built on the main line in the work of abolishing grade crossings, 9 of these being at Westfield, constituting a single bridge of 9 spans supported on steel columns and masonry abutments. Four short spans on the main line, of which 3 were I-beams and one a plate girder, have been replaced by pipe culverts.

On the *Newton Lower Falls Branch*, one wooden trestle has been entirely rebuilt. On the *Ware River Branch*, one plate girder has been built to abolish a grade crossing. On the *Athol Branch*, one Howe truss has been replaced by 2 plate girder spans. On the *North Adams Branch*, two new spans of I-beams have been built and one strengthened.

On the *Boston & Maine Railroad*, it will be convenient to distinguish the work done on the different divisions.

On the *Eastern Division*, the drawbridge over the *Mystic River* has been strengthened where injured by a derailed train, and the wooden draw at *Manchester*, on the *Gloucester Branch*, has been replaced by a double track iron drawbridge. One track of the pile bridge near *Oak Island*, and the pile bridge at *Gloucester*, have been entirely rebuilt. Three new bridges have been built at *Manchester*, one a plate girder, one an arch and one an I-beam bridge. Three temporary trestles have been built, and the turn-table track of the draw at *Newburyport* has been levelled up.

On the *Western Division*, a portion of the pile bridge at *Boston*, in the storage yard north of the draw, has been rebuilt. One old plate girder has been rebuilt, one I-beam bridge has been replaced by a plate girder, one new plate girder has been built in abolishing a grade crossing, one wooden trestle has been entirely rebuilt, and one wooden stringer and one I-beam bridge have been filled.

On the *Southern Division*, 2 wooden stringers have been filled; one wooden trestle and one wooden stringer bridge have had the stringers and ties renewed; the freight bridge at *Boston* has had new stringers and ties south of the draw; the riveted truss at *Lawrence* has had new stringers added; one braced stringer has been strengthened by adding 3 bents of piles; and one wooden stringer, the abutments of which were rebuilt some time ago, has been replaced by a new plate girder. New pile bents have also been added at the ends of a bridge on the *Middlesex Branch*.

On the Central Massachusetts Division, the riveted truss over the Fitchburg Railroad and one pile bridge have been rebuilt; 2 wooden stringers have been rebuilt with I-beams; one new I-beam bridge has been built to abolish a grade crossing; and 5 pile bridges and one riveted truss have been strengthened by pile bents at the ends.

On the Worcester, Nashua & Portland Division, the foundation of one stone arch has been repaired.

On the Connecticut River Division, and on the Nashua, Acton & Boston Branch, no work of importance has been done.

On the *Boston, Revere Beach & Lynn Railroad*, the only work done has been to fill about 150 feet of the long pile bridge at Crystal Cove, Winthrop.

On the *Fitchburg Railroad*, 2 pile bridges on the main line have been repaired; one plate girder has been rebuilt and the span increased; and one new plate girder erected. Further, 2 riveted trusses have been strengthened; the floor beams of one pin-connected truss have been strengthened; 2 plate girders have been strengthened; and 2 I-beam bridges have been strengthened by substituting heavier beams. Minor repairs have been made to many of the bridges on the branches, as well as to others on the main line.

On the *Grafton & Upton* and the *Hoosac Tunnel & Wilmington* railroads, no work of importance has been done.

On the *Martha's Vineyard Railroad*, some repairs to the pile bridges have been made.

On the *New England Railroad*, besides numerous minor repairs, one new plate girder bridge has been built in abolishing a grade crossing, and one to replace a wooden lattice bridge; repairs have been made to the pile and draw bridges in Boston; one pile bridge has been rebuilt and one repaired; one wooden stringer has been provided with new stringers, one trestle has been provided with a new horse, one temporary trestle has been built in place of a Howe truss bridge which was burned, and extensive repairs and renewals have been made to many of the short wooden bridges on the Milford Branch.

On the *New London Northern Railroad*, one pile bridge has been rebuilt; one Howe truss has been replaced by a wooden trestle; the substructure of one wooden stringer has been strengthened; and the floors of 3 spans of Howe truss have been repaired and strengthened.

On the *New York, New Haven & Hartford Railroad*, it will be convenient to distinguish the several divisions.

On the Old Colony System, one jack-knife draw has been rebuilt; 8 new arches and 3 new plate girders have been built in the Brockton improvement, one of the arches replacing a plate girder; 11 pile bridges have been extensively repaired or partly rebuilt; one wooden stringer has been rebuilt, and another replaced by a plate girder

bridge ; one plate girder has been provided with an additional side track, and one I-beam bridge has been rebuilt. The extensive work on the Providence Division of raising the track between Boston and Forest Hills, not being completed, will be included in the work of the coming year.

On the Worcester Division, one wooden stringer has been renewed with I-beams, one new plate girder bridge has been built in abolishing a grade crossing, and one Howe truss bridge, which was burned, is being rebuilt as a pin-connected iron truss.

On the Northampton Division, one plate girder bridge has been replaced by a new one, and one new plate girder has been built, in the Northampton improvement. One Howe truss, which is reēnforced by a wooden trestle, has had a new trestle built. Many minor repairs have also been made.

On the Berkshire Division, one plate girder has been replaced by a new one, and the repairs to the arch near Pittsfield have been completed.

Respectfully submitted,

GEORGE F. SWAIN.

GRADE CROSSINGS IN MASSACHUSETTS.

Of Railroads with Railroads.

There are upon the several railroads, within the limits of this State, 64 grade crossings by other railroads, at 44 of which systems of interlocking signals are established, and at 20 of which there are no interlocking systems and all trains are required to make the “know-nothing” stop. These crossings are distributed over the different railroads, including their leased and operated lines, as follows : —

Grade Crossings of Railroads by other Railroads.

RAILROADS.*	Grade Crossings by Other Roads.	Interlocked.	Not Interlocked.
Boston & Albany,	17	15	2
Boston & Maine,	21	12	9
Fitchburg,	8	6	2
New England,	5	2	3
New London Northern, . . .	3	—	3
New York, New Haven & Hartford, .	10	9	1
Totals,	64	44	20

* Including leased and operated lines.

In the above table the intersection of two railroads at grade is counted as a grade crossing upon each railroad—that is to say, the Boston & Albany is crossed 17 times by other railroads at grade, the Boston & Maine 21 times, and so on. If the intersection of two railroads at grade is counted as *one* grade crossing, then the totals in the table will be reduced just one-half.

Of Railroads with Highways.

On June 30, 1891, there were in this State 2,219 grade crossings of railroads with public ways. There appear to have been six additional grade crossings of this kind established since that time. This would make the whole number 2,225; but the actual number June 30, 1896, as returned by the companies, was 2,155—indicating that 70 grade crossings have been eliminated during the last five years.

The table on the following page gives the total number at the last mentioned date of the highway grade crossings on each of the railroads, including their leased and operated lines, within the limits of this State, also the number protected in the several methods authorized by law, and the number unprotected. The number of highway grade crossings on each of the roads which were finally abolished during the year ending June 30, 1896, the number which on that date were in process of abolition, and the number for the abolition of which petitions were pending in the courts, are also stated in the table.

It appears that 1,154 out of the whole 2,155 grade crossings are protected by gates, flagmen or electric signals, and that 1,001 are unprotected; and that 27 grade crossings in all were finally abolished during the last railroad year, while at the end of the year 48 were in process of abolition, and petitions were pending for the abolition of 122 more. The most extensive works of this character now in progress are those on the Boston & Providence Railroad near its terminus in Boston, and on the Boston & Albany Railroad in the city of Newton.

Cost of Abolishing Grade Crossings.

The total estimated cost of the abolition of grade crossings of railroads with public ways, under the provisions of chapter 428 of the Acts of 1890, entitled “An Act to promote the abolition of grade crossings,” in all the cases in which the special commissions appointed by the superior court have

Grade Crossings of Railroads with Highways and Progress in the Abolition thereof.

RAILROADS.*	Total Grade Cross- ings.	PROTECTED BY			Total Protected.	Unprotected.	Abolished during the last Year.	In Process of Abolition.	Petition Pending.
		Gates.	Flagmen.	Electric Signals.					
Boston & Albany,	250	61	17	4	82	168	5	13	22
Boston & Maine,	632	236	190	19	445	187	5	9	7
Boston, Revere Beach & Lynn,†	14	8	6	-	14	-	-	-	-
Cape Ann Granite,	2	1	1	-	2	-	-	-	-
Fitchburg,	236	65	45	7	117	119	3	2	8
Grafton & Upton,.	30	-	3	-	3	27	-	-	-
Hoosac Tunnel & Wilmington,†	-	-	-	-	-	-	-	-	-
Martha's Vineyard,†	4	-	-	-	-	4	-	-	-
Nantucket Central,†	4	-	4	-	4	-	-	-	-
New England,	159	24	12	5	41	118	-	3	18
New London Northern,	57	-	5	-	5	52	2	-	-
New York, New Haven & Hartford,	763	179	189	73	441	322	12	21	67
Union Freight,‡	-	-	-	-	-	-	-	-	-
Worcester & Shrewsbury,†	4	-	-	-	-	4	-	-	-
Totals,	2,155	574	472	108	1,154	1,001	27	48	122

* Including leased and operated lines.

† A narrow-gauge railroad.

‡ A street freight railroad connecting the Old Colony and Boston & Lowell terminals in the city of Boston.

made reports, now stands as follows for the several years since the passage of the act : —

For the year ending June 30, 1891, .	\$379,959 23	
Commonwealth's proportion,* .		\$94,989 81
For the year ending June 30, 1892, .	278,873 77	
Commonwealth's proportion, .		69,718 44
For the year ending June 30, 1893, .	1,045,150 30	
Commonwealth's proportion, .		261,287 58
For the year ending June 30, 1894, .	2,178,327 29	
Commonwealth's proportion, .		544,581 82
For the year ending June 30, 1895, .	488,455 00	
Commonwealth's proportion, .		122,113 75
For the year ending June 30, 1896, .	1,748,157 50	
Commonwealth's proportion, .		437,039 37
For the six months ending Dec. 31, 1896, .	29,000 00	
Commonwealth's proportion, .		7,250 00
Totals,	\$6,147,923 09	\$1,536,980 77

The amount of cost actually incurred by the Commonwealth under the provisions of the act of 1890, up to January 1, 1897, is \$1,313,000.22, as follows : —

Paid during the year 1892,	\$87,056 29
Paid during the year 1893,	96,141 97
Paid during the year 1894,	271,202 57
Paid during the year 1895,	407,491 72
Paid during the year 1896,	874,211 81
Total paid to January 1, 1897,	\$1,736,104 36
Repaid by cities and towns in 1894,† .	\$19,581 59
Repaid by cities and towns in 1895, .	42,277 11
Repaid by cities and towns in 1896, .	53,386 37
Total repaid to January 1, 1897,	\$115,245 07
Net amount paid to January 1, 1897,	\$1,620,859 29
Due from cities and towns,†	307,859 07
Actual cost incurred to January 1, 1897,	\$1,313,000 22

The above is the cost incurred under the general law of 1890, chapter 428. The Commonwealth has also paid on account of

* Twenty-five per cent of the total cost.

† By St. 1890, c. 428, § 7, as amended by Sts. 1893, c. 283 and 1894, c. 545, the Commonwealth advances the proportions of cost (10 per cent) apportioned to cities and towns, and the latter reimburse the amounts so advanced in annual instalments, with interest at four per cent. A similar rule applies with regard to the city of Boston, which pays 13.5 per cent, under the special St. 1892, c. 433, referred to in the text. The railroad corporations pay 65 per cent of the whole cost under the former act, and 65 per cent under the latter act.

“ the abolition of certain grade crossings of the Boston & Providence Railroad ” between Chester Park and Blakemore Street in the city of Boston, now in progress under St. 1892, c. 433, its proportion under this act being 31.5 per cent of the whole cost, as follows : —

Paid during the year 1894,	. . . . .	\$23,958 60
Paid during the year 1895,	. . . . .	494,574 77
Paid during the year 1896,	. . . . .	696,407 89
		<hr/>
Total paid to January 1, 1897,	. . . . .	\$1,214,941 26
Repaid by city of Boston in 1895,*	. . . . .	\$2,799 16
Repaid by city of Boston in 1896,	. . . . .	15,793 71
Total repaid to January 1, 1897,	. . . . .	<hr/>\$18,592 87
		<hr/>
Net amount paid to January 1, 1897,	. . . . .	\$1,196,348 39
Due from city of Boston,*	. . . . .	345,889 52
		<hr/>
Actual cost incurred to January 1, 1897,	. . . . .	\$850,458 87

It appears by the above statements that the Commonwealth, after allowing for the amounts which have been repaid, and which are to be repaid, by cities and towns, has incurred in aid of the abolition of grade crossings under the general law of 1890 a net cost of \$1,313,000.22, and under the special act of 1892, of \$850,458 87 — making a total of \$2,163,459.09 which has already been contributed to this work from the State treasury. Taking into account the fact that the Commonwealth has incurred only 25 per cent of the whole cost under the law of 1890, and 31.5 per cent under the act of 1892, it will be seen that the combined expenditure by the Commonwealth, by cities and towns and by the railroad corporations, for the elimination of grade crossings during the last five years, amounts to nearly \$8,000,000. The work is as yet only fairly begun, and the final amount which may be wisely expended for this purpose it is not necessary, if possible, now to estimate.

Attention was called in the last report to the fact that the limit of \$500,000 which the State might be required to pay under the statute of 1890 in any one year, was likely to be exceeded by the demands of the extensive works in progress and in contemplation; and such has proved to be the case the last year. Any apprehension of a deficiency in this direction has been removed, however, by a statute passed at the last

* See note on preceding page.

legislative session (St. 1896, c. 439), by which the unexpended balances of previous years are now made available at any time when required to meet expenditures under the act of 1890; and the advances on account of cities and towns are not to be included in computing the annual amounts which may be paid under the act by the Commonwealth. Under the operation of this statute, the amount which may be drawn from the State treasury for the abolition of grade crossings under the general law of 1890, during the year 1897, will be in round numbers \$2,437,000.

UNION STATION ON THE SOUTH SIDE OF BOSTON.

The General Court at its last session passed an important special act (St. 1896, c. 516) entitled "*An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston.*" The purpose and effect of the act are too familiar to require particular statement. With minute and voluminous detail, it provides in substance for the construction and maintenance of a union terminal passenger station, to be located on Summer street and Fort Point channel in the city proper, for the use of all the railroads entering Boston on the south; and also for an ample passenger station or stations, to be located near Dartmouth street on the Back Bay, for the joint or separate use of the Boston & Providence and the Boston & Albany railroad companies in the further accommodation of the travel on their lines. On the completion of the above stations, all of the now existing terminal stations on the south side of Boston are to be discontinued for passenger purposes, and the Park Square station is to be wholly abandoned for railroad uses.

It is only of the union terminal station that we now have occasion to speak, and that with special reference to the plans for its construction.

This new station is to be built and maintained by The Boston Terminal Company, a corporation created by the act for that purpose. The limits of the territory which the company is authorized to acquire, and upon which the terminal station is to be located, are exactly defined in section 5, as follows:—

Beginning at the easterly corner of Atlantic avenue and a way called Summer street; thence bounded by the northerly line of said

way extended to Fort Point channel; thence by said channel to Broadway; thence by Broadway to the westerly line of Lehigh street; thence by the westerly line of Lehigh street and by South street, Kneeland street and the westerly line of Cove street extended to Federal street; thence by the westerly line of Federal street to Summer street; and thence across public ways to the point of beginning.

This section further expressly provides that the terminal company

may discontinue and occupy for its purposes all streets and rights of way embraced within the land so acquired.

In lieu of the streets so discontinued, and in order to provide convenient public access to the proposed station, it is enacted in section 11 that the city of Boston shall make the following changes in its streets and public places:—

Lehigh street between South street and Broadway bridge shall be discontinued; Cove street shall be widened to the width of at least one hundred feet, and extended at the width to which it may thus be widened to Summer street extended as required by this act; all of Federal street between Essex street and Federal street bridge which is not embraced within land which the terminal company is authorized to take, or which is not included in the above widening or extending of Cove street, shall be discontinued; Summer street shall be extended at least one hundred feet in width from Purchase street to the harbor commissioners' line; Dorchester avenue shall be extended over Federal street bridge, and thence laid out at a width of ninety-two feet, upon land which the terminal company shall convey to the city without compensation, substantially parallel with the harbor commissioners' line, to Summer street so extended; and . . . Albany street and Broadway, and the bridges thereof over the Boston and Albany tracks, shall be changed so as to enable the two southerly main tracks and two additional main tracks south of them to be extended thereunder to the grounds of the terminal company; . . . *provided, however,* that the terminal company shall construct a bridge for the accommodation of foot passengers or a subway from the end of the new Cove street to meet Dorchester avenue at a convenient place, as determined by the railroad commissioners and street commissioners sitting jointly, whenever said commissioners deem it necessary.

The Union Freight Railroad Company and the West End Street Railway Company are also required, by sections 15 and 16, to remove their tracks from Federal street where it now crosses the area in question, and to relocate them on Summer street, Dorchester avenue or Cove street, when extended and widened as above described.

We come now to the plans for the station itself. Immediately upon the organization of the terminal company, its trustees are required by section 6 to prepare plans and specifications for the construction upon the prescribed site of a union passenger station

adequate for the business to be accommodated, and of such construction as may be best adapted for the accommodation of the companies and of the public, exhibiting its form, dimensions of walls, rooms and partitions, and arrangements, and its location with reference to the adjacent streets and to the tracks of all said railroad companies located or proposed to be located in the vicinity thereof, and any projections over adjacent streets, so far as practicable.

These plans, when completed, are to be submitted

to the mayor of Boston for his approval, who shall forthwith approve or disapprove them in writing. The trustees shall then at once submit said plans to the board of railroad commissioners for its approval, and said board, after notice to the railroad companies and to the mayor of Boston, and a hearing, shall approve the plans, or order such changes thereof as in their judgment the safety and convenience of the public and the interests of all said railroad companies require. Said station shall be constructed by the terminal company according to the plans thus approved by the board of railroad commissioners, or as the same may be changed as hereinafter provided.

With reference to subsequent changes in the plans, it is enacted in section 7 that

the trustees of the terminal company may from time to time propose to the mayor of Boston any changes in said plans, and the mayor shall forthwith approve or disapprove such changes in writing; and the trustees shall then at once submit such changes to the board of railroad commissioners, who, after notice to the mayor and to the rail-

road companies, and a hearing, shall approve the same, or order such modifications thereof as in their judgment the safety and convenience of the public and the interests of all said railroad companies require.

We have traced thus at length the provisions of the act regarding the location of the station, the right of the terminal company to discontinue all existing streets and ways within the limits of the authorized site, the substitution of other streets and ways, and the plans for the station itself, because all of these provisions have a bearing upon the question now before the Board. We have regarded the duty imposed upon the Board with respect to the approval of the plans as a responsible one; and it may be proper to state the view which we have taken as to the extent of our powers under the act, and the reasons which have governed our action in the premises.

The plans called for by section 6 of the act, having been approved by the mayor of Boston, were filed in the office of the Board and submitted for its approval on the 22nd of December just passed. After notice to the parties named in the act and general notice by advertisement, public hearings were given on December 27 and by adjournment on two subsequent days, at which a large number of persons were present, and all who desired were heard in person or by counsel.

The plans, of which a detailed description would exceed the limits of this report, appear to be the result of careful and prolonged study by architects, engineers and practical railroad men, upon the ground. The great stations of this and other countries have also been visited and studied for such light or suggestions as they might afford. The exterior of the station, so far as we may judge from the elevation, will be imposing and handsome. The interior and general arrangements are designed with a view to the ample accommodation and comfort of the travelling public, and to the convenient, safe and expeditious handling of terminal traffic, not only for the present but for years to come. The plans as a whole are conceived on a large and liberal scale. The cost of the station, including land, auxiliary buildings and structures, equipments, and all the apparatus and appurtenances of a completed terminal plant, will probably not be less than \$10,000,000, exclusive of the expenditures to be incurred by the city of Boston under the act.

A noticeable feature of the general plan is the provision of a double track loop or circuit system for the special accommodation of suburban trains to be run by electric or other motive power not involving smoke or noxious gases. The operation of this system is intended to be independent of the through or main track system, though in case of accident or emergency the two systems may be used interchangeably. The loop tracks are designed to occupy a lower or basement level in the station, and to be so arranged that in approaching and leaving the station they shall not cross the main tracks at grade; thereby avoiding, so far as the suburban trains are concerned, the congestion which is liable to occur at the crucial point where the main tracks must cross each other in order to reach the multiplied tracks in the station house. The dispatch of suburban trains by the loop tracks may also be more rapid and frequent, since no reversal of these trains would be necessary. This duplicate system may evidently add largely to the capacity of the station, and to the facilities for handling with safety and expedition both suburban and through traffic.*

There was at the hearings no serious criticism of the details of the plans or of the general arrangements of the station. Radical objection was, however, made to the approval of the plans as a whole, on the ground of the lack of provision for some suitable avenue of public travel across the terminal site; and it was earnestly contended that the plans ought to be modified so as to require, or at least so as at some future time to permit, the laying out of such public way across the location, passing under the terminal tracks. The extension in this manner of Kneeland street to the Mt. Washington avenue bridge was specially favored as a feasible method of accomplishing the desired result.

The facts adduced in support of this appeal were in substance these: The terminal site extends along Fort Point channel from Broadway to Summer street, a distance of three-fifths of a mile. By the plans submitted, it will cut off for its entire length all street communication between South Boston and the city proper. Federal street, now the direct and important avenue to the busi-

* The credit for the suggestion of the loop or circuit system is given by the Terminal Company to Mr. Tilly Haynes, of Boston, though by his plan the loop tracks were to be on the same level with the main tracks.

ness and commercial centres of the city, is to be taken away. The extension of Dorchester avenue, the proposed substitute, will be so deflected that all travel and traffic by this route must pass around the northerly extremity of the station site at Summer street, thereby causing, in combination with other travel and traffic at this point, great congestion in front of the station. The result, it was urged, must be serious injury to all the interests which depend on direct and convenient lines of highway travel and transportation between the city and South Boston, to property deprived of the access which the existing thoroughfares afford, and to the convenience and safety of the public in the use of the station itself.

That these conditions, unless some remedy can be found, constitute a grave objection to the general terminal plan, requires no argument; and we have given to them all the consideration and weight which it has seemed to us that they could properly receive at our hands.

It must be obvious, however, that most of the objections referred to lie rather against the location of the station than against the plans for its construction. There have been, as is well known, wide differences of opinion with regard to the wisdom of locating the station at this particular point, or in this section of the city. The location of the station has, however, after full discussion and deliberation, been definitely fixed by the Legislature itself; and it is not for this Board to revise its decision.

The Legislature has also definitely settled the question of streets and public ways. It has expressly enacted that all existing streets and rights of way upon the terminal site may be discontinued; and it would be presumptuous for us to assume that they ought to be retained. The Legislature has moreover exactly prescribed what avenues and streets shall be laid out, extended or widened, in lieu of those discontinued; and has in particular provided that, for purposes of transit across the terminal grounds, a bridge for foot passengers or a subway may be constructed from the end of the new Cove street to meet Dorchester avenue. The entire ground has thus been covered by express legislative enactment, not only as regards the streets and ways which shall skirt the station site, but as to those which may traverse it; and no discretion has been given to any sub-

ordinate board or authority to determine that other or different public ways shall be provided.

We are clear, therefore, that neither the location of the station, nor the lay-out of the streets and ways adjacent to or across the station site, is among the features of the plan which, by the specifications of the act or by any fair construction of its terms, it is our province to deal with. We cannot properly approve or disapprove a plan for the construction of the station on the ground that it does or does not in our opinion make adequate provision for public highway travel, any more than because we think that it does or does not locate the station in the right place.

It was, however, further insisted that, even if the Board has no immediate power to prescribe a public way as a feature of the station plan, it should recognize the necessity for such a way across the station site, and should approve only such a plan as would admit of the laying out of a way of this kind by some competent authority hereafter. As between two plans which were shown to be equally advantageous in other respects to the travelling public and to the railroad companies, we agree that it might be competent for the Board to approve the one because it did, and to reject the other because it did not, provide for or permit the laying out of a needed public way; but this alternative has hardly, as we think, been offered in the present case. Allowance for the suggested extension of Kneeland street across the terminal site, would involve at least two essential changes in the construction of the station. First, it would require the raising of the main tracks at Kneeland street five feet, and in the station proper not less than three feet. This would necessitate stairs or steps for access to the main floor of the station, which the plans submitted wholly avoid. Again, the laying out of any public way to pass under the main tracks, would involve the entire abandonment of the basement system of loop or suburban tracks. It has not seemed to us to be wise or expedient that these changes should be made. We have therefore found ourselves unable to accede to the views so earnestly and ably presented in behalf of the remonstrants.

With some modifications, enlarging the facilities for entering and leaving the station, which were readily assented to by the architect and engineer, we have accordingly approved the plans

submitted, as on the whole providing for a station which will be, in the language of the statute, "adequate for the business to be accommodated, and of such construction as may be best adapted for the accommodation of the companies and of the public."

Since the hearings in this case were closed, it has been publicly announced that under the act (St. 1896, c. 535) providing for the elimination of the grade crossing of Congress street with the tracks of the New England railroad in South Boston, the special commission appointed by the court has decided, with the assent of all the parties to the proceedings, to discontinue Congress street across the railroad terminal grounds, and in substitution therefor to lay out a new avenue of ample width, crossing the railroad grounds by an overhead bridge or causeway, and crossing Fort Point channel by a new bridge, to the foot of Summer street as extended under the station act; thence along the harbor commissioners' line on the westerly side of the channel, to Congress street; and thence by Congress street widened, to Atlantic avenue. It is apparent that this might materially relieve the pressure of traffic on Summer street in front of the union station, and might otherwise improve the facilities for communication with South Boston by the lines of travel which run east of the station. The widening of Albany street from Broadway to Beach street, and the discontinuance of the use of Albany street for the handling of railroad freight, might furnish still further accommodation and relief, by affording an improved and convenient avenue of communication running west of the station.

PRIVATE WAYS AT GRADE.

Attention has been called in previous reports to the fact that there is no systematic provision in our railroad law for the alteration or elimination of the grade crossings of railroads by private ways, whatever may be their origin or character. Provision is made, it is true, by St. 1894, c. 216, for the change or discontinuance of a private way "in connection with the abolition of the grade crossing" of a public way; but this applies only to the rare and exceptional cases where it may become necessary to change or discontinue a private way as an incident to the abolition of a public grade crossing.

The public necessity and convenience may evidently require the discontinuance of a grade crossing with a private way for the same reason as in the case of a public way ; that is to say, upon the ground of the safety of public travel. There is no question that railroad operation is obstructed and the safety of travel by railroad more or less endangered by the existence of private crossings at grade. This fact was recognized by the passage a few years ago of a statute (chapter 275 of the Acts of 1892) which provides in brief but emphatic terms that "No right of way across any railroad track or location which is in use for railroad purposes, shall hereafter be acquired by prescription." This statute was evidently designed, however, to operate as a preventive rather than as a cure ; for it is added that "nothing herein contained shall affect any existing right of way."

There appears to be no substantial reason why a private right of way across a railroad should be regarded in a different light from other adjacent private property. A railroad company, under a familiar general law of this State, may take land or materials outside its location for making or securing its road, for depot or station purposes, or for additional tracks, within such limits as the county commissioners, after notice to the owner, may prescribe. It would not seem to be a greater hardship, or invasion of the right of the owner, to change or discontinue his private way across the railroad, under the regulation of some statute making due provision for an adjudication by the county commissioners, or by a special commission appointed by a court, that the public safety and convenience so require, and making as full provision for the assessment and payment of the damages sustained by the owner as in the case of the taking of his land.

Long stretches of our railroads are being freed from highway grade crossings, the companies bearing much the larger burden of the cost, not merely that the traveller on the highway may be more secure, but that the multitude who travel by rail may be conveyed with greater safety and dispatch. Some just and lawful method of relieving the obstruction and danger to travel caused by private grade crossings also seems to be desirable, and to be in harmony with the general policy of our legislation on this subject.

SUMMARY STATEMENT OF FINANCIAL CONDITION AND BUSINESS OPERATIONS.

On the following pages a summary account is given of the financial condition of the railroad corporations of this State at the close of the last railroad year, June 30, 1896, with the results of their business operations during that year, and a comparison of the same with previous years. The earnings and expenses of the leading corporations of the State are also compared in some of their details. Tabulated statements of the condition and operations of each of the railroad corporations of the State for the last year will be found in the Appendix to this report.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1896, were \$380,502,834.62. The several classes of assets, and the increase in each class as compared with 1895, appear in the following table:—

Gross Assets, June 30, 1895 and 1896.

ASSETS.	1895.	1896.	Increase.
Construction,	\$269,586,601	\$275,545,425	\$5,958,824
Equipment,	32,127,764	32,065,611	62,153*
Lands and buildings, . .	2,090,083	2,541,973	451,890
Stocks in other companies, .	24,005,024	27,798,549	3,793,525
Bonds of other companies, .	1,296,261	9,316,998	8,020,737
Other permanent property, .	2,143,449	2,630,229	486,780
Cash and current assets, .	20,509,219	20,247,237	261,982*
Miscellaneous assets, . .	8,881,257	10,356,813	1,475,556
Gross Assets,	\$360,639,658	\$380,502,835	\$19,863,177

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$363,623,710.18. The several kinds of liabilities, and the increase of each as compared with 1895, are shown in the next table:—

Gross Liabilities, June 30, 1895 and 1896.

LIABILITIES.	1895.	1896.	Increase.
Capital stock, . . .	\$193,506,847	\$205,105,977	\$11,599,130
Funded debt, . . .	128,991,353	132,202,380	3,211,027
Real estate mortgages, .	952,100	861,300	90,800*
Current liabilities, . .	21,089,567	23,203,979	2,114,412
Accrued liabilities, . .	2,199,653	2,250,074	50,421
Gross Liabilities,† . .	\$346,739,520	\$363,623,710	\$16,884,190
Surplus,	13,900,138	16,879,125	2,978,987
Sinking and special funds, .	5,077,668	5,334,366	256,698

* Decrease.

† Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that while there was a gain over the previous year of \$19,863,177 in gross assets, there was an increase of but \$16,884,190 in gross liabilities — a balance of \$2,978,987 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

Gross Assets, Liabilities and Surplus for Ten Years, 1887-1896.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1887, . . .	\$271,339,415	\$258,576,435	\$12,762,980	8.48
1888, . . .	279,117,238	267,176,252	11,940,986	7.90
1889, . . .	284,297,887	273,787,864	10,510,023	6.92
1890, . . .	292,008,967	279,164,416	12,844,551	8.17
1891, . . .	301,185,709	289,530,588	11,655,121	7.35
1892, . . .	307,634,377	295,157,876	12,476,501	7.15
1893, . . .	334,724,845	320,551,032	14,173,813	7.60
1894, . . .	353,362,317	342,060,944	11,301,373	5.89
1895, . . .	360,639,658	346,739,520	13,900,138	7.18
1896, . . .	380,502,835	363,623,710	16,879,124	8.23
Averages, . .	\$316,481,325	\$303,636,864	\$12,844,461	7.47

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1896, was \$82,243,421.50, and the total expenditures, including dividends paid, were \$81,878,668.85 — leaving a net balance of \$364,752.65 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows: —

Total Income, 1895 and 1896.

INCOME.	1895.	1896.	Increase.
Gross earnings from operation, .	\$68,154,906	\$74,886,480	\$6,731,574
Rentals from lease of road, .	5,583,962	5,725,094	141,132
Income from other sources, .	848,838	1,631,848	783,010
Total Income, . . .	\$74,587,706	\$82,243,422	\$7,655,716

The items of total expenditure, with the surplus for the year, and the increase in each item over the previous year, are shown in the following table: —

Total Expenditures, 1895 and 1896.

EXPENDITURES.	1895.	1896.	Increase.
Expenses of operation, . . .	\$46 446,304	\$52,362,382	\$5,916,078
Interest on debt and loans, . .	6,423,859	6,889,381	465,522
Taxes,	3,527,821	3,683,391	155,570
Rentals of leased roads, . .	6,723,569	7,445,441	721,872
Other charges on income, . . .	140,134	237,080	96,946
Dividends paid,	11,364,565	11,260,994	103,571*
Total Expenditures, . . .	\$74,626,252	\$81,878,669	\$7,252,417
Surplus for the year,	38,546d	364,753	403,299

* Decrease.

d Deficit.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-nine Massachusetts corporations, June 30, 1896, was \$205,105,977.35 — a net increase of \$11,599,130.00 over the previous year, resulting from additions and deductions in the case of the following companies : —

Additions : —	
Boston & Lowell,	\$200,000 00
Cape Ann Granite,	3,500 00
Central Massachusetts, common,	1,000 00
Central Massachusetts, preferred,	1,390 00
Nantucket Central,	18,000 00
New England, common,	20,000,000 00
New England, preferred,	5,000,000 00
New York, New Haven & Hartford,	9,532,800 00
Old Colony,	800,000 00
Total additions to capital stock,	
\$35,556,690 00	
Deductions : —	
New York & Boston Inland (time for construction lapsed),	\$139,960 00
New York & New England (foreclosed), common,	20,000,000 00
New York & New England (foreclosed), preferred,	3,817,600 00
Total deductions from capital stock,	
\$23,957,560 00	
Net increase of capital stock,	
\$11,599,130 00	

During the year ending June 30, 1896, the Board authorized and approved, under chapter 462 of the Acts of 1894, issues of capital stock by the several companies, and for the several amounts, shown in the following table : —

Issues of Capital Stock Authorized by the Board.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Lowell,	March 3, 1896,	\$200,000
Fitchburg (preferred),	October 9, 1895,	360,000
Nantucket Central,	December 5, 1895,	18,000
Old Colony,	August 26, 1895,	600,000
Old Colony,	June 1, 1896,	200,000
Total amount authorized,		\$1,378,000

Dividends.

The total amount of cash dividends declared the last year was \$11,260,993.75 — a decrease of \$103,571.05 from the previous year. Thirty-two out of the forty-nine corporations declared dividends varying in rate from 1 to 10 per cent, and seventeen paid no dividends.

Four companies paid 10 per cent; three paid 9 per cent; three paid 8 per cent; six paid 7 per cent; five paid 6 per cent; two paid 5 per cent; one paid $4\frac{1}{2}$ per cent; two paid 4 per cent; one paid 4 per cent on preferred; one paid $3\frac{1}{2}$ per cent; two paid 3 per cent; one paid $2\frac{1}{4}$ per cent on preferred; and one paid 1 per cent.

The amount of dividend-paying capital was \$164,950,142.33, on which the average rate of dividend was 6.83 per cent. The amount of capital yielding no dividend was \$40,155,835.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year, was 5.49 per cent. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 5.65 per cent.

Capital Stock, Net Income and Dividends, 1887-1896.

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage on Total Capital Stock.
1887,	\$150,469,414	\$8,352,422	\$7,550,902	5.02
1888,	151,076,704	7,380,342	7,986,226	5.29
1889,	151,781,704	9,041,770	7,380,367	4.86
1890,	157,243,516	10,730,078	8,450,560	5.37
1891,	158,488,426	9,629,807	9,013,517	5.69
1892,	174,513,552	10,168,031	9,529,575	5.46
1893,	186,440,423	12,060,502	10,832,400	5.81
1894,	191,892,697	9,380,969	11,204,530	5.84
1895,	193,506,847	11,326,019	11,364,565	5.87
1896,	205,105,977	11,625,746	11,260,994	5.49
Averages, . .	\$172,051,926	\$9,969,569	\$9,457,364	5.50

The average dividend on the capital stock of the thirty-four leased roads was 6.25 per cent, while that on the capital stock of the operating roads was only 5.20 per cent.

The preceding table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, taxes, interest, rentals and other charges); the amount of cash dividends declared, and the average percentage on total capital stock, for each of the last ten years.

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1896, was \$132,202,380.21 — a net increase of \$3,211,027.24 over the previous year, resulting from additions and deductions in the case of the following companies: —

Additions: —

Central Massachusetts,	\$100,000 00
Nantucket Central,	17,000 00
New England,	16,505,000 00
New York New Haven & Hartford,	3,224,400 00
Old Colony,	903,000 00
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Total additions to funded debt,	\$20,749,400 00
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Deductions: —

Boston & Albany,	\$46,000 00
Boston & Lowell,	11,000 00
Boston & Maine,	89,500 00
Chatham,	2,500 00
Fitchburg,	201,000 00
Hoosac Tunnel & Wilmington,	74,000 00
New York & New England (foreclosed),	17,106,372 76
Worcester, Nashua & Rochester,	8,000 00
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Total deductions from funded debt,	\$17,538,372 76
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Net increase of funded debt,	\$3,211,027 24
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During the year ending June 30, 1896, the Board authorized and approved, under chapter 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, named in the following table: —

Issues of Bonds Authorized by the Board.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Lowell,	March 17, 1896,	\$750,000
Central Massachusetts,	December 31, 1895,	100,000
Fitchburg,	June 22, 1896,	500,000
Nantucket Central,	December 5, 1895,	17,000
Old Colony,	March 10, 1896,	900,000
Old Colony,	April 4, 1896,	250,000
Old Colony,	June 2, 1896,	850,000
Total amount authorized, . . . . .	. . . . .	\$3,367,000

The amount of real estate mortgages outstanding June 30, 1896, was \$861,300 — a reduction of \$90,800 from the previous year.

The total unfunded debt, including the above mortgages, was \$26,315,352.62 — an increase of \$2,074,032.83 over the previous year.

The gross debt, funded and unfunded, was \$158,517,732.83 — an increase of \$5,285,060.07.

Funded, Unfunded, Gross and Net Debt, 1887-1896.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Net Debt.†
1887,	\$92,944,254	\$15,162,767	\$108,107,021	\$81,646,095
1888,	99,115,622	16,988,926	116,099,548	92,038,751
1889,	100,404,870	21,601,290	122,006,160	106,092,583
1890,	102,718,868	19,202,031	121,920,899	104,715,045
1891,	106,158,021	24,884,141	131,042,162	112,142,466
1892,	100,108,797	20,535,527	120,644,324	101,670,609
1893,	108,468,211	25,642,398	134,110,609	115,003,021
1894,	126,646,016	23,522,230	150,168,246	129,977,773
1895,	128,991,353	24,241,320	153,232,673	132,723,454
1896,	132,202,380	26,315,353	158,517,733	138,270,496

* Including real estate mortgages.

† Gross debt less cash and current assets.

The net debt (the gross debt less \$20,247,236.70 of cash and current assets) was \$138,270,496.13 — an increase of \$5,547,042.26. In computing the net debt, the sum of \$10,356,812.71 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the last preceding table.

VOLUME OF TRAFFIC.

Train Mileage.

The total number of miles run by passenger trains the last year, on the roads of all the companies, was 26,392,246 — an increase of 2,089,446 miles over the previous year; by freight trains, 18,354,625 — an increase of 1,334,774 miles; and by all other trains, 12,610,907 — an increase of 2,027,934 miles.

The total number of miles run by trains of all kinds was 57,357,778 — an increase of 5,452,154 miles over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table : —

Train Mileage for Ten Years, 1887-1896.

YEARS.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1887, . . .	18,522,488	13,057,794	7,810,797	39,391,079
1888, . . .	20,262,326	13,693,603	8,538,740	42,494,669
1889, . . .	20,316,766	14,008,891	8,756,766	43,082,423
1890, . . .	21,020,064	15,306,155	9,122,146	45,448,365
1891, . . .	22,288,108	16,727,141	9,966,435	48,981,684
1892, . . .	23,548,735	17,466,057	10,350,670	51,365,462
1893, . . .	26,041,383	19,172,518	12,213,041	57,426,942
1894, . . .	25,118,810	16,932,335	11,166,135	53,217,280
1895, . . .	24,302,800	17,019,851	10,582,973	51,905,624
1896, . . .	26,392,246	18,354,625	12,610,907	57,357,778

Passenger Traffic.

The total number of passengers carried the last year was 111,629,051—an increase of 3,772,703 passengers over the previous year. Each passenger travelled on the average a distance of 15.89 miles, making the total passenger mileage 1,773,733,208—an increase of 137,535,827 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table:—

Passenger Mileage for Ten Years, 1887-1896.

YEARS.	Number of Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.
1887,	82,923,864	14.98	1,242,031,078
1888,	89,686,412	14.53	1,303,094,023
1889,	93,529,299	14.50	1,356,281,981
1890,	98,843,712	14.75	1,458,149,088
1891,	107,271,842	14.25	1,528,234,020
1892,	110,915,454	14.85	1,591,795,252
1893,	119,779,947	14.56	1,744,388,553
1894,	109,434,184	14.85	1,624,569,781
1895,	107,856,348	15.17	1,636,197,381
1896,	111,629,051	15.89	1,773,733,208

The next table gives the annual number of passengers carried to and from Boston on the railroads which have a terminus in

Passengers to and from Boston, 1887-1896.

YEARS.	Number of Passengers.	YEARS.	Number of Passengers.
1887,	41,810,895	1892,	54,151,859
1888,	41,327,692	1893,	56,581,541
1889,	45,175,107	1894,	52,756,601
1890,	48,072,476	1895,	52,015,921
1891,	51,294,903	1896,	53,499,695

this city, including the Boston, Revere Beach & Lynn, for each of the last ten years.

The number of these passengers the last year, though 14,916,-539 greater than ten years ago, was 3,081,846 less than three years ago.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 34,605,838 — an increase of 3,747,665 tons over the previous year. Each ton of freight was hauled on the average a distance of 83.18 miles, making the total freight mileage 2,878,369,521 — an increase of 316,770,640 miles, or tons hauled one mile, over the previous year.

The following table gives the total volume of freight traffic for each of the last ten years : —

Freight Mileage for Ten Years, 1887-1896.

YEARS.	Number of Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.
1887,	24,605,140	60.88	1,517,932,012
1888,	25,787,388	65.38	1,685,923,614
1889,	25,482,103	69.52	1,771,581,781
1890,	27,944,501	70.73	1,976,652,769
1891,	29,181,594	71.05	2,073,437,566
1892,	31,131,146	72.01	2,241,775,988
1893,	32,995,038	73.68	2,431,081,708
1894,	27,378,660	79.90	2,187,504,182
1895,	30,858,173	83.01	2,561,598,881
1896,	34,605,838	83.18	2,878,369,521

Density of Traffic.

By “density of traffic” is meant the average annual number of passengers or tons of freight carried one mile per total mile of railroad operated. The density of traffic on a railroad system, other things being equal, is a measure of its earning capacity.

The following table shows the density of passenger traffic and freight traffic, and of both combined, during the last year,

on all of the Massachusetts railroads taken together, and on the five leading roads in detail: —

Density of Passenger and Freight Traffic.

RAILROAD COMPANIES.	Passengers Carried One Mile per Mile of Road Operated.	Tons of Freight Carried One Mile per Mile of Road Operated.	Total Pas- sengers and Tons of Freight so Carried.
All Massachusetts companies, .	375,299	609,025	984,324
Boston & Albany, . . .	595,090	1,129,401	1,724,491
Boston & Maine, . . .	295,678	393,813	689,491
Fitchburg,	270,799	1,203,733	1,474,532
New England,	143,775	504,938	648,713
N. Y., New Haven & Hartford, .	538,500	578,542	1,117,042

Comparative Passenger and Freight Revenue.

In the Middle States, and in the United States taken as a whole, about seven-tenths of the revenue from railroad operation is derived from the freight service, and only about three-tenths from the passenger service. The Massachusetts companies, on the contrary, as will be seen in the following table, derive their aggregate earnings about half and half from passengers and from freight. The varying proportions of the five leading companies for the last year are also shown in the table: —

Comparative Percentages of Passenger and Freight Revenue.

EARNINGS FROM OPERATION.	All Massa- chusetts Roads.	Boston & Albany.	Boston & Maine.	Fitchburg.	New England.	New York New Haven & Hartford.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Passenger revenue,	48.60	51.17	49.35	32.73	36.10	53.63
Freight revenue, .	50.59	46.65	50.58	66.40	63.55	45.39
Other earnings, .	.81	2.18	.07	.87	.35	.98
Total, . . .	100.00	100.00	100.00	100.00	100.00	100.00

It will be seen from the foregoing tables that, of the five leading Massachusetts railroads, the Boston & Albany has the greatest density of traffic ; and that the New York, New Haven & Hartford is the more distinctively a passenger road, and the Fitchburg the more distinctively a freight road.

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table : —

Earnings and Expenses of Operation, 1895 and 1896.

EARNINGS AND EXPENSES.	1895.	1896.	Increase.
Revenue from passengers, . . .	\$29,131,411	\$31,691,273	\$2,559,862
from mails, express, etc., .	4,264,907	4,703,750	438,843
Revenue from freight, . . .	32,819,627	36,717,007	3,897,380
from elevators, etc , . .	862,936	1,168,065	305,129
Other earnings from operation, .	1,076,025	606,385	469,640*
Gross earnings from operation,	\$68,154,906	\$74,886,480	\$6,731,574
Operating expenses, . . .	46,446,304	52,362,382	5,916,078
Net earnings from operation, .	\$21,708,602	\$22,524,098	\$815,496

* Decrease.

Earnings from Operation for Ten Years, 1887-1896.

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.*
1887,	\$25,285,736 69	\$24,782,921 65	—
1888,	27,368,655 77	26,351,379 06	—
1889,	28,154,549 42	27,064,063 57	\$638,287 86
1890,	29,437,711 97	29,225,214 19	567,834 46
1891,	30,938,054 43	29,732,723 80	812,326 10
1892,	32,211,733 19	30,878,349 99	1,053,203 48
1893,	35,579,616 24	34,360,751 76	995,561 70
1894,	33,252,620 59	29,812,094 89	1,063,707 55
1895,	33,396,318 74	33,682,561 97	1,076,025 34
1896,	36,395,023 53	37,885,071 52	606,384 87

* Not reported separately, but included in the other columns, until 1889.

The gross revenue of the companies from passenger service and freight service respectively, and the other earnings from operation, for each of the past ten years, are shown in the last table on the preceding page.

Percentage of Operating Expenses to Gross Earnings.

The following table gives the gross earnings from operation, and the percentage of operating expenses to gross earnings, for each year of the same period : —

Percentage of Operating Expenses to Earnings, 1887-1896.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1887,. . .	\$50,068,658	\$34,160,781	68.28	\$15,907,877
1888,. . .	53,720,035	37,856,615	70.47	15,863,420
1889,. . .	55,856,901	37,652,736	67.41	18,204,165
1890,. . .	59,280,761	39,660,713	66.96	19,570,048
1891,. . .	61,483,104	42,432,063	69.01	19,051,041
1892,. . .	64,143,287	44,690,012	69.67	19,453,275
1893,. . .	70,935,930	49,503,963	69.79	21,431,967
1894,. . .	64,128,423	44,464,805	69.34	19,663,618
1895,. . .	68,154,906	46,446,304	68.15	21,708,602
1896,. . .	74,886,480	52,362,382	69.92	22,524,098
Averages, . .	\$62,260,848	\$42,923,037	68.94	\$19,377,811

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation per total mile of road operated by all of the companies taken together, and by the five standard-gauge roads which terminate in Boston taken as a group, are given for each of the last ten years in the following table : —

Earnings and Expenses per Mile of Road Operated, 1887-1896.					
YEARS.	GROSS EARNINGS.		OPERATING EXPENSES.		
	All Roads.	Five Boston Roads.	All Roads.	Five Boston Roads.	
1887, . . .	\$12,117 29	\$11,580 58	\$8,416 72	\$8,098 40	
1888, . . .	13,001 65	12,460 37	9,320 43	8,819 41	
1889, . . .	14,161 19	13,766 72	9,545 96	9,224 27	
1890, . . .	14,983 75	14,577 92	10,033 07	9,692 46	
1891, . . .	15,413 16	14,715 00	10,637 27	10,156 63	
1892, . . .	15,920 33	15,241 26	11,092 09	10,622 86	
1893, . . .	16,390 00	15,453 47	11,438 07	10,866 25	
1894, . . .	14,813 03	15,270 54	10,270 93	10,582 21	
1895, . . .	15,659 79	16,116 82	10,671 86	10,985 23	
1896, . . .	15,845 00	16,190 58	11,079 20	11,325 17	

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

Earnings and Expenses per Total Revenue-Train Mile (All Roads), 1887-1896.

YEARS.	Gross Earnings.	Operating Expenses.	YEARS.	Gross Earnings.	Operating Expenses.
1887, . . .	\$1.565	\$1.101	1892, . . .	\$1.554	\$1.083
1888, . . .	1.580	1.134	1893, . . .	1.558	1.088
1889, . . .	1.596	1.090	1894, . . .	1.512	1.051
1890, . . .	1.617	1.083	1895, . . .	1.637	1.115
1891, . . .	1.565	1.080	1896, . . .	1.664	1.163

The average gross earnings and expenses of operation per total mile run by trains earning revenue on the five leading railroads of the State, for each of the last five years, are given in the two following tables : —

Earnings per Total Revenue-Train Mile (Five Roads), 1892-1896.

COMPANIES.	1892.	1893.	1894.	1895.	1896.
Boston & Albany, . . .	\$1.804	\$1.729	\$1.643	\$1.694	\$1.722
Boston & Maine, . . .	1.483	1.497	1.446	1.561	1.507
Fitchburg, . . .	1.308	1.281	1.235	1.304	1.305
New England, . . .	1.319	1.335	1.213	1.394	1.577
N. Y., New Haven & Hartford,	1.801	1.781	1.739	1.896	1.976

Expenses per Total Revenue-Train Mile (Five Roads), 1892-1896.

COMPANIES.	1892.	1893.	1894.	1895.	1896.
Boston & Albany, . . .	\$1.244	\$1.212	\$1.072	\$1.091	\$1.142
Boston & Maine, . . .	.972	.934	.978	1.009	1.066
Fitchburg, . . .	.910	.921	.864	.895	.937
New England, . . .	.966	.939	.926	.957	1.135
N. Y., New Haven & Hartford,	1.250	1.220	1.219	1.296	1.376

The average gross earnings from operation per passenger-train mile and per freight-train mile, respectively, on the same five roads, for each of the last five years, are shown in the next two tables: —

Earnings per Passenger-Train Mile (Five Roads), 1892-1896.

COMPANIES.	1892.	1893.	1894.	1895.	1896.
Boston & Albany, . . .	\$1.570	\$1.516	\$1.484	\$1.475	\$1.536
Boston & Maine, . . .	1.329	1.334	1.265	1.310	1.247
Fitchburg, . . .	1.066	1.021	.992	1.016	1.028
New England, . . .	1.069	1.125	.976	.976	1.089
N. Y., New Haven & Hartford,	1.702	1.544	1.487	1.576	1.602

Earnings per Freight-Train Mile (Five Roads), 1892-1896.

COMPANIES.	1892.	1893.	1894.	1895.	1896.
Boston & Albany, . . .	\$1.921	\$1.862	\$1.687	\$1.837	\$1.882
Boston & Maine, . . .	1.708	1.740	1.733	1.941	1.888
Fitchburg, . . .	1.375	1.376	1.337	1.405	1.482
New England, . . .	1.510	1.474	1.399	1.779	2.102
N. Y., New Haven & Hartford,	1.931	2.127	2.210	2.458	2.649

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept or returned by the companies separately from those of the freight department.

Expenses per Total Train Mile.

The average operating expense or cost per train mile of running *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the five leading roads for the last five years, is stated in the following tables: —

Expenses per Total Train Mile (All Roads), 1887-1896.

YEARS.	Cost per Train Mile.	YEARS.	Cost per Train Mile.
1887,	\$0.883	1892,	\$0.870
1888, . . . .	.906	1893, . . . .	.862
1889, . . . .	.874	1894, . . . .	.835
1890, . . . .	.872	1895, . . . .	.895
1891, . . . .	.866	1896, . . . .	.913

Expenses per Total Train Mile (Five Roads), 1892-1896.

COMPANIES.	1892.	1893.	1894.	1895.	1896.
Boston & Albany, . . .	\$1.024	\$0.955	\$0.874	\$0.889	\$0.899
Boston & Maine, . . .	.786	.803	.777	.855	.833
Fitchburg, . . .	.756	.768	.740	.777	.792
New England, . . .	.770	.736	.716	.753	.803
N. Y., New Haven & Hartford,	1.012	.940	.942	1.028	1.081

FARES AND FREIGHTS.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last twenty-six years, as ascertained from the annual returns to the Board, is given in the following table : —

Average Passenger Fares per Mile (All Massachusetts Roads) for 26 Years, 1871 to 1896.

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1871, . .	2.51	1880, . .	2.05	1889, . .	1.87
1872, . .	2.43	1881, . .	2.02	1890, . .	1.82
1873, . .	2.32	1882, . .	2.00	1891, . .	1.83
1874, . .	2.30	1883, . .	2.00	1892, . .	1.83
1875, . .	2.30	1884, . .	1.92	1893, . .	1.83
1876, . .	2.23	1885, . .	1.88	1894, . .	1.80
1877, . .	2.22	1886, . .	1.88	1895, . .	1.78
1878, . .	2.18	1887, . .	1.85	1896, . .	1.79
1879, . .	2.11	1888, . .	1.90		

The table shows a gradual reduction of the average fare, with occasional slight fluctuations, from 2.51 cents per mile in 1871 to 1.79 cents per mile in 1896. This is a reduction of 29 per cent, or an average reduction of a little more than one per cent a year.

Average Passenger Fares per Mile (Five Roads) in 1870, 1880, 1890 and 1894-96.

RAILROAD COMPANIES.	1870.	1880.	1890.	1894.	1895.	1896.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.78	2.09	1.86	1.79	1.77	1.75
Boston & Maine, . . .	2.14	2.14	1.83	1.76	1.74	1.79
Fitchburg,	2.56	1.88	1.91	1.85	1.81	1.77
New England,	—	2.12	1.96	1.96	1.95	1.94
N. Y., New Haven & Hartford, .	2.38	1.92	1.73	1.79	1.77	1.77
All five companies, . . .	2.40	2.01	1.81	1.80	1.78	1.78

The preceding table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1894 to 1896.

The average fare the last two years on the five roads in question, 1.78 cents per mile, is a reduction of 26 per cent from the corresponding fare of 2.40 cents in 1870.

In the next table, the average passenger fares per mile in 1896 on *four* leading railroads, taken singly and as a group, are compared with the fares on the same roads in 1865; and the percentage of the new fare to the old, and the resulting percentage of reduction in each case, are as follows: —

Comparative Passenger Fares per Mile (Four Roads) in 1865 and 1896.

RAILROAD COMPANIES.	Fare 1865.	Fare 1896.	Per Cent of 1896 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany,	2.81	1.75	62	88
Boston & Maine,	2.57	1.79	70	80
Fitchburg,	2.59	1.77	68	82
N. Y., New Haven & Hartford, .	2.32	1.77	76	24
All four companies, . . .	2.59	1.77	68	82

The figures in this table indicate an average passenger fare of 2.59 cents per mile in 1865, on the leading railroad lines of the State, as against a corresponding fare of 1.77 cents in 1896 — a reduction of 32 per cent in the intervening period of thirty-one years.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last twenty-six years: —

*Average Freight Rates per Ton Mile (All Massachusetts Roads) for
26 Years, 1871 to 1896.*

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . .	3.11	1880, . .	1.84	1889, . .	1.50
1872, . .	2.81	1881, . .	1.71	1890, . .	1.45
1873, . .	2.75	1882, . .	1.71	1891, . .	1.42
1874, . .	2.64	1883, . .	1.72	1892, . .	1.36
1875, . .	2.45	1884, . .	1.64	1893, . .	1.39
1876, . .	2.17	1885, . .	1.59	1894, . .	1.33
1877, . .	2.07	1886, . .	1.64	1895, . .	1.28
1878, . .	1.92	1887, . .	1.62	1896, . .	1.28
1879, . .	1.82	1888, . .	1.55		

The average freight rate of 3.11 cents per mile in 1871 fell, as appears in the table, by constant and rapid gradations year by year to 1.82 cents in 1879. With some after fluctuations, but on a gradually descending scale, it has reached and maintained the last two years its lowest point at 1.28 cents per ton mile — a reduction of 59 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1894 to 1896 : —

*Average Freight Rates per Ton Mile (Five Roads) in 1870, 1880,
1890 and 1894-96.*

RAILROAD COMPANIES.	1870.	1880.	1890.	1894.	1895.	1896.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.19	1.21	1.11	.94	.97	.94
Boston & Maine, . . .	4.45	2.56	1.76	1.55	1.54	1.53
Fitchburg,	4.81	1.37	.99	.90	.87	.86
New England,	—	2.86	1.22	1.18	1.04	1.11
N. Y., New Haven & Hartford, .	4.09	2.41	2.07	1.86	1.66	1.57
All five companies, . . .	2.95	1.65	1.44	1.31	1.27	1.27

The table finds the average rate on the foregoing group of roads to have been 2.95 cents per ton mile in the year 1870. The corresponding rate for the last two years has been 1.27 cents. This is a reduction of 57 per cent.

The next table compares the average freight rates in 1896, on *four* leading railroads, taken singly and as a group, with the rates on the same roads in 1865; and, as in the corresponding table of passenger fares, gives the percentage of the later to the earlier rate, and the percentage of reduction, for each and all of the four roads:—

Comparative Freight Rates per Ton Mile (Four Roads) in 1865 and 1896.

RAILROAD COMPANIES.	Rate 1865.	Rate 1896.	Per Cent of 1896 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany,	3.86	.94	24	76
Boston & Maine,	4.83	1.53	32	68
Fitchburg,	4.78	.86	18	82
N. Y., New Haven & Hartford, .	3.82	1.57	41	59
All four companies, . . .	4.16	1.29	31	69

It appears by this table that the average freight rate, on four of the leading railroad lines of the State, has fallen from 4.16 cents in 1865 to 1.29 cents in 1896—a reduction of 69 per cent in thirty-one years.

In comparing the present passenger and freight rates of the selected groups of companies named in the foregoing tables with their corresponding rates in former years, the operations for those years of the more important railroad lines of this State, which have since been consolidated with or leased to the companies in question, have been included in the computation of their rates as given in the tables. This, which was necessary to a fair comparison, may account for an apparent discrepancy between some of the figures in these tables and those of similar tables in former reports.

COST OF REPAIRS, WAGES AND FUEL.

The average cost on all the roads of certain specified items of repairs, and also of wages and fuel, per total train mile, as returned by the companies for each of the last six years, appears in the following table : —

Cost of Repairs, etc., per Total Train Mile, 1891-1896.

REPAIRS, WAGES, ETC.	1891.	1892.	1893.	1894.	1895.	1896.
Repair of roadbed, . . .	\$0.104	\$0.105	\$0.100	\$0.100	\$0.100	\$0.121
of bridges, . . .	.022	.017	.018	.017	.012	.013
of rails, . . .	.016	.017	.016	.016	.011	.008
of locomotives, . .	.042	.049	.039	.031	.049	.044
of passenger cars, .	.036	.037	.034	.029	.034	.040
of freight cars, . .	.041	.044	.046	.033	.034	.043
Wages, . . . . .	.297	.297	.298	.306	.310	.310
Fuel, . . . . .	.102	.105	.101	.106	.109	.100
Totals,	\$0.660	\$0.671	\$0.652	\$0.638	\$0.659	\$0.679

ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years : —

Schedule of Rolling Stock, 1890-1896.

ROLLING STOCK.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Locomotives, . . .	1,643	1,713	1,779	1,955	1,956	1,982	2,062
Passenger cars, . .	2,601	2,662	2,835	3,093	3,156	3,139	3,217
Baggage, express and mail cars, . .	463	488	496	518	521	517	569
Freight cars, . . .	34,976	35,347	35,553	36,968	38,476	37,116	39,423
Gravel cars, etc.,*	—	—	2,036	3,342	1,493	1,519	1,928

* Not returned prior to 1892.

NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all of the railroad corporations making returns to the Board was 52,127. The following table gives the average number of employees for each of the last ten years :—

Average Number of Employees, 1887-1896.

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1887,	34,200	1892,	44,784
1888,	38,928	1893,	48,831
1889,	38,909	1894,	46,727
1890,	40,350	1895,	46,533
1891,	42,289	1896,	52,127

It appears that 5,594 more persons were employed the last year than in 1895, and 20,939 more than ten years ago.

RECEIPTS OF FLOUR AND GRAIN IN BOSTON.*

The receipts of flour the last year were less by from 20 to 25 per cent than the receipts of either of the four preceding years. This, however, refers to the receipts by the railroad lines alone, the receipts by water, which for some years past have been comparatively small, not being included the last year.

The receipts of wheat were 60 per cent larger than the preceding year, and more than three and one-half times the average for the preceding ten years.

The receipts of corn were also larger than for any year since 1890.

The receipts of oats exceeded those of the two preceding years, but fell somewhat below the receipts of 1892 and 1893. The fluctuations in the receipts of oats during the last ten years have been much less than in those of the other grains.

The receipts of grain by water during the last year do not appear in our tables, but probably were not large enough to make any appreciable percentage of the total receipts. The through railroad lines from the West now do almost all the transportation of grain to Boston, though considerable flour is brought here by the seaboard lines.

The foreign demand for bread stuffs and the enlarged facilities for export from Boston will probably increase the receipts of grain by the railroads during the present year, though the low rates may not add in the same ratio to their net earnings.

Proportions of Receipts by the different Lines in 1896.

RAILROAD AND OTHER LINES.	Flour.	Wheat.	Corn.	Oats.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Boston & Albany Railroad, . . .	34.2	37.9	37.7	25.6
Boston & Maine Railroad, . . .	16.9	10.1	13.1	25.5
Fitchburg Railroad, . . .	34.9	49.8	37.9	23.5
New England Railroad, . . .	11.5	2.2	10.8	19.1
Seaboard Lines, . . .	2.5	—	0.5	6.3
Totals, . . .	100.0	100.0	100.0	100.0

* The tables on the following pages, and similar tables for the last twenty-five years, have been compiled by the Clerk of the Board, Mr. William A. Crafts.

Receipts of Flour in Boston for Ten Years (ending September 30), 1887 to 1896.

ROUTE.	FLOUR — BARRELS									
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.
Boston	456,161	477,001	448,184	417,525	336,556	404,606	373,569	326,316	283,593	860,378
Grand	1,076,691	946,884	700,998	672,189	660,012	869,483	1,059,417	988,092	980,955	426,448
Boston	126,891	118,684	86,561	117,128	133,694	179,129	337,222	293,147	435,404	878,231
Fitchburg Railroad,	1,662,582	1,137,849	946,319	764,810	995,889	1,015,671	1,126,360	1,248,022	1,125,331	289,733
New England Railroad,	66,167	178,495	197,620	279,759	433,085	356,001	310,943	313,253	273,586	
Total by through lines from the West,	3,388,492	2,858,913	2,379,632	2,251,411	2,549,236	2,824,890	3,207,511	3,168,829	3,048,869	2,454,790
Boston & Maine Railroad,	2,761	1,718	3,498	152,101	154,360	255,809	-	-	-	-
Boston & Providence R.R.,	1,088	1,139	6,521	15,145	19,595	47,394	35,497	53,590	54,834	62,618
Old Colony Railroad,	2,199	1,460	10,206	1,466	2,148	4,695	4,122	7,999	11,005	
Portland steamer,	298	372	43	1,714	234	70	70		150	
New York steamer,	6,859	8,559	14,060	12,904	11,303	16,938	16,007	22,750	5,937	
Baltimore steamer,	19,413	26,120	26,683	18,319	18,079	13,158	35,020		9,384	
Philadelphia steamer,	823	1,000	1,477	14,508	6,961	6,873	757		12	
Bangor & St. John's steamer,	-	13	25	715	901	150	675	512	303	
Sailing vessels,	-	-	-	-	-	-	-	-	-	-
Total from Seaboard,	33,441	40,381	62,513	216,872	208,576	345,087	92,048	84,851	81,625	62,618
Total from all sources,	3,421,933	2,899,294	2,442,145	2,468,283	2,757,812	3,169,977	3,299,559	3,253,680	3,130,494	2,517,408

* Year ending June 30.

Receipts of Wheat in Boston for Ten Years (ending September 30), 1887 to 1896.

ROUTE.	WHEAT—BUCKELS.									
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.
Boston & Albany Railroad,	49,596	41,329	24,860	36,750	34,184	43,505	53,170	98,408	98,216	4,991,187
Grand Junction (B. & A.) R.R.,	1,613,100	502,150	204,450	55,650	312,530	1,946,777	969,881	1,745,420	1,822,681	1,332,596
Boston & Maine Railroad,	69,617	16,054	3,720	20,100	22,188	1,011,683	663,428	555,364	526,002	6,561,011
Fitchburg Railroad,	1,713,755	1,135,870	166,726	640,760	1,052,950	4,801,585	2,283,956	3,359,639	5,247,146	283,516
New England Railroad,	1,700	7,985	1,040	3,000	2,840	17,852	367,777	838,036	532,182	
Total by through lines from the West,	3,447,768	1,703,388	400,796	756,260	1,424,692	7,821,352	4,338,212	6,596,867	8,226,227	13,168,310
Boston & Maine Railroad,	600	500	-	720	2,500	12,224	-	-	-	-
Boston & Providence R.R.,	-	-	-	-	-	-	-	2,756	400	600
Old Colony Railroad	-	-	-	-	-	-	-	-	2,500	-
Baltimore steamer,	-	-	-	-	-	-	-	-	-	-
Philadelphia steamer,	-	-	-	880	4,510	1,000	-	-	-	-
New Orleans steamer,	-	-	-	-	-	-	-	-	-	-
Savannah steamer,	-	-	-	-	-	-	-	-	-	-
Total from Seaboard,	600	500	-	1,600	7,010	13,224	-	2,756	2,900	600
Total from all sources,	3,448,368	1,703,888	400,796	757,860	1,431,702	7,834,576	4,338,212	6,599,623	8,229,127	13,168,910

* Year ending June 30.

Receipts of Corn in Boston for Ten Years (ending September 30), 1887 to 1896.

ROUTE.	CORN — BUSHELS.									
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.
Boston & Albany	1,385,793	706,070	1,304,820	968,310	1,409,825	1,673,935	1,361,790	984,727	758,710	3,500,468
Grand Junction (	2,518,400	2,504,550	4,100,960	3,143,170	2,180,275	2,177,718	2,441,522	2,497,073	978,110	1,214,311
Boston & Maine	429,558	595,997	577,770	530,585	434,772	398,590	882,320	1,020,893	598,748	8,526,379
Fitchburg Railroad,	2,427,420	2,038,725	4,895,789	5,918,995	2,494,308	2,854,926	2,731,304	3,043,302	2,262,817	1,007,872
New England Railroad,	48,886	258,312	741,915	385,925	546,841	608,571	817,378	1,140,320	1,463,920	9,249,030
Total by through lines from the West,	6,810,052	6,103,654	11,621,264	10,896,985	7,066,021	7,708,740	8,284,314	8,686,316	6,062,305	
Boston & Maine Railroad,	45,665	6,385	10	24,960	18,530	51,335	-	-	-	-
Boston & Providence R.R.,	1,175	-	-	-	-	1,000	685	15,560	12,815	49,226
Old Colony Railroad,	1,250	-	-	-	-	-	-	-	7,120	-
New York steamer,	728	-	-	-	-	-	-	-	-	-
Baltimore steamer,	6,667	3,409	-	6,870	5,070	7,507	7,657	-	4,226	-
Philadelphia steamer,	-	-	-	-	-	-	-	-	-	-
New Orleans steamer,	-	-	-	-	-	-	-	-	-	-
Savannah steamer,	-	-	-	-	-	-	-	-	-	-
Other sources,	19,500	53,835	-	-	-	-	-	-	-	-
Total from Seaboard,	75,005	63,679	10	31,330	28,600	59,842	8,342	15,560	24,161	43,226
Total from all sources,	6,885,057	6,167,333	11,621,264	10,928,315	7,089,621	7,768,582	8,242,656	8,701,875	6,086,466	9,292,256

* Year ending June 30.

Receipts of Oats in Boston for Ten Years (ending September 30), 1887 to 1896.

ROUTE.	OATS - BUSHELS.									
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.
Boston (Grand)	1,663,457	2,161,898	2,088,965	1,854,005	2,008,640	2,111,533	2,734,622	2,392,799	2,140,071	2,005,371
Boston	217,000	341,000	332,900	281,704	88,260	202,160	83,902	141,427	114,850	1,990,616
Fitchburg Railroad,	610,256	733,150	637,560	976,783	994,099	1,807,763	1,242,920	1,078,396	1,473,737	1,837,415
New England Railroad,	3,572,504	2,762,085	3,056,765	3,367,621	2,776,275	3,160,819	2,917,545	2,779,769	2,494,605	1,496,543
	98,105	224,378	246,450	639,600	861,195	626,887	840,066	860,758	768,670	
Total by through lines } from the West, }	6,161,322	6,222,456	6,362,640	7,119,713	6,728,469	7,909,162	7,819,055	7,258,149	6,991,983	7,329,948
Boston & Maine Railroad,	1,000	11,860	3,000	65,878	83,650	157,630	-	-	-	-
Boston & Providence R.R.,	-	-	-	-	600	22,450	27,165	38,900	33,720	495,739
Old Colony Railroad,	650	-	-	-	-	-	1,025	-	100,468	-
Portland steamer,	-	-	-	-	-	500	-	-	-	-
New York steamer,	-	-	-	-	-	-	-	-	-	-
Baltimore steamer,	-	-	-	-	-	-	-	-	-	-
Philadelphia steamer,	-	-	-	-	-	-	-	-	-	-
Sailing vessels,	-	-	-	-	-	-	-	-	-	-
Other sources,	-	-	-	-	-	-	-	-	-	-
Total from Seaboard,	1,650	11,860	3,000	65,878	84,250	180,580	28,190	38,900	194,188	495,739
Total from all sources,	6,162,972	6,234,316	6,365,640	7,185,591	6,812,719	8,089,742	7,847,245	7,291,449	7,126,121	7,825,687

* Year ending June 30.

COMMISSIONERS' REPORT.

Part 2.

STREET RAILWAY COMPANIES.

STREET RAILWAYS.

MASSACHUSETTS STREET RAILWAY COMPANIES.

Annual reports for the year ending September 30, 1896, have been received from eighty-three street railway companies — eight more than in 1895.

The Bridgewater & East Bridgewater, the Brockton & Bridgewater, and the Brockton & East Bridgewater, having failed to build any portion of their railways within the time required by law, and their corporate powers having for that reason ceased; the Brockton & Stoughton, consolidated with the Brockton June 11, 1895; the Highland (of Westfield), consolidated with the Woronoco May 18, 1895; the Quincy, consolidated with the Quincy & Boston August 26, 1895; the Worcester, Leicester & Spencer and the Worcester & Millbury, consolidated with each other, under the name of the Worcester & Suburban, February 1, 1895, — disappear from the list of companies.

During the last year the Montague was consolidated (June 1, 1896) with the Greenfield & Turner's Falls, but appears in this report.

The Gloucester & Rockport was leased to the Gloucester, and the Worcester & Shrewsbury to the Worcester Consolidated.

The name of the Clinton has been changed under a special act (St. 1896, c. 378) to the Leominster & Clinton.

Eleven companies were organized during the last fiscal year under the general law: The Blackstone Valley (of Millbury, etc.), the Brockton, Bridgewater & Taunton, the Milford, Holliston & Framingham, the Mystic Valley (of Stoneham, etc.), the Norfolk Central (of Dedham, etc.), the Randolph, the Rockport, the Southbridge & Sturbridge, the Warren, Brookfield & Spencer, the West Roxbury & Roslindale, and the Woburn & Reading. At the end of the year, nine of these companies had built and were operating their railways; one

(the Blackstone Valley) had partly completed but was not operating its railway, and was in the hands of a receiver; and the remaining company (the Brockton, Bridgewater & Taunton) had not begun to build.

Eight new companies were chartered in 1896 by special act: the Amherst & Sunderland, the Barnstable County (of Falmouth, etc.), the Marlborough & Westborough, the Martha's Vineyard, the Middleborough & Lakeville, the Shelburne Falls & Colrain, the Taunton & Brockton, and the Templeton. One of these, the Martha's Vineyard, had built and was operating a short section of railway, and another, the Shelburne Falls & Colrain, was constructing its railway, at the end of the fiscal year. The other six companies had not begun to build, and (so far as known) had taken no active steps in that direction.

The Haverhill, Georgetown & Danvers, chartered by special act in 1893, and the Hanover, organized under the general law in 1894, have built and are operating their railways, and have made their first reports.

The Woonsocket (of Rhode Island), which was authorized by chapter 338 of the Acts of 1889 to extend its railway into the town of Blackstone in this State, has also made its first report.

At the end of the last year, sixty-nine of the eighty-three reporting companies were operating railways; the railways of eight companies were operated by other companies under lease or contract; the railway of one company was in process of construction and not completed; two companies had organized and paid in a portion of their capital stock, but had not begun to build; one company had been consolidated with another during the year; and the railways of two companies (the Blackstone Valley and the Siasconset) were not in operation.

RAILWAY CONSTRUCTION AND MILEAGE.

New Construction.

As will appear in the following tables, there have the last year been built or added to the mileage of the Massachusetts companies, 175.528 miles of street railway line, and 23.232 miles of second main track — making 198.760 miles of new or additional main track. There have also been built or added 14 237 miles of side track — making a total addition of 212.997 miles of track, reckoned as single track.

Mileage Owned.

The Massachusetts companies now *own*, as shown in the following table, 1,083.516 miles of street railway line, 193.229 miles of second main track, and 91.502 miles of side track—making the total length of track owned 1,368.247 miles. The increase over the previous year, as stated above, is also given in the table.

Street Railway Mileage, 1895 and 1896.

RAILWAY MILEAGE OWNED.	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
Length of railway line, . . .	907.988	1,083.516	175.528
Length of second track, . . .	169.997	193.229	23.232
Total length of main track, .	1,077.985	1,276.745	198.760
Length of side track, . . .	77.265	91.502	14.237
Total, reckoned as single track, .	1,155.250	1,368.247	212.997

Mileage Operated.

The next table shows the length of main track *operated*, September 30, 1895 and 1896, and the motive power used. The length of main track *operated* (it will be noticed) exceeds by about fifteen miles the length *owned*, owing to the joint use of the same track by more than one company.

Mileage Operated and Motive Power Used, 1895 and 1896.

MAIN TRACK OPERATED.*	1895.	1896.	Increase.
	Miles.	Miles.	Miles.
By horse power only, . . .	61.799	35.132	26.667†
By electric power only, . . .	1,002.756	1,241.363	238.607
By horse and electric power, . .	22.620	14.545	8.075†
Total main track operated, . .	1,087.175	1,291.040	203.865

* Including trackage rights.

† Decrease.

The following table gives the number of street railway companies, the length of main track owned, and the length equipped for horse power and electric power, respectively, at intervals

of ten years from 1860 to 1880, and for each year of the last decade :—

Number and Mileage of Street Railway Companies, 1860, 1870, 1880 and 1887-1896.

YEARS.	Number of Companies.	Total Length of Main Track.*	Increase.	Equipped for Horse Power.	Equipped for Electric Power.
		Miles.	Miles.	Miles.	Miles.
1860, . . .	20	88.87	—	88.87	—
1870, . . .	23	139.44	50.57	139.44	—
1880, . . .	29	222.54	83.10	222.54	—
1887, . . .	44	470.27	247.73	470.27	—
1888, . . .	46	533.59	63.32	533.59	—
1889, . . .	46	574.17	40.58	523.65	50.52
1890, . . .	48	612.38	38.21	451.52	160.86
1891, . . .	56	672.45	60.07	383.42	289.03
1892, . . .	61	754.85	82.40	258.55	496.30
1893, . . .	60	874.14	119.29	163.06	711.08
1894, . . .	68	928.84	54.70	103.87	824.97
1895, . . .	75	1,077.99	149.15	61.80	1,016.19
1896, . . .	83	1,276.75	198.76	35.13	1,241.62

* Length of main track owned.

COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1896, was \$23,396.44 for construction; \$9,804.50 for equipment; and \$12,840.44 for lands, buildings and other permanent property—making a total average cost of \$46,041.38 per mile of main track.

These figures furnish but little clue, however, to the cost of any particular railway—reference for which must be had to the tabulations in the Appendix. The cost per mile of main track, as reported by the several companies whose railways are completed and equipped, ranges from about \$10,000 in a country town to over \$96,000 in the city.

The first of the following tables gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile

of main track, as reported by all of the companies at the end of each of the last ten years. In the second table, the cost and capital investment per mile of main track is given for each of the ten leading city and suburban railways of the State, as reported to the Board by the several companies September 30, 1896.

Cost and Capital Investment per Mile of Main Track, 1887-1896.

YEARS.	Construction.	Equipment.	Other Permanent Property *	Total Cost.	Capital Investment.†
1887, . . .	\$17,618	\$8,330	\$9,687	\$35,635	\$32,673
1888, . . .	16,921	7,317	9,457	33,695	32,304
1889, . . .	16,180	7,880	11,116	35,176	33,907
1890, . . .	17,335	10,658	11,415	39,408	38,256
1891, . . .	17,919	11,614	12,202	41,735	40,890
1892, . . .	19,520	15,215	12,558	47,293	46,184
1893, . . .	26,792	11,739	15,455	53,986	53,367
1894, . . .	26,748	11,528	15,356	53,632	52,963
1895, . . .	23,984	10,479	14,266	48,730	49,100
1896, . . .	23,396	9,805	12,840	46,041	46,373
Averages, .	\$20,641	\$10,457	\$12,435	\$43,533	\$42,602

* Chiefly lands and buildings. † Outstanding capital stock and net debt.

Cost and Capital Investment per mile of Main Track (Ten Railways).

RAILWAY COMPANIES.	Construction and Equipment.	Other Permanent Property.	Total Cost.	Capital Investment.
Brockton, . . .	\$25,853	\$8,123	\$33,976	\$33,673
Globe (Fall River), . .	75,330	8,825	84,155	82,099
Holyoke, . . .	23,666	9,355	33,021	30,892
Lowell, Law. & Haverhill, .	40,529	12,153	52,682	51,573
Lowell & Suburban, . .	26,216	10,486	36,702	36,607
Lynn & Boston, . . .	45,801	11,823	57,624	58,111
Springfield, . . .	24,698	8,805	33,503	30,987
Union (New Bedford), .	44,484	12,163	56,647	52,072
West End (Boston), . .	56,618	39,794	96,412	100,761
Worcester Consolidated, .	41,457	6,480	47,937	45,237
Averages, . . .	\$40,465	\$12,801	\$53,266	\$52,201

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1896, were \$62,187,775.01. The several classes of assets, and the increase (or decrease) in each class as compared with 1895, appear in the following table:—

Gross Assets, September 30, 1895 and 1896.

ASSETS.	1895.	1896.	Increase.
Construction,	\$25,854,627	\$29,871,290	\$4,016,663
Equipment,	11,296,414	12,517,842	1,221,428
Lands and buildings,	14,901,277	15,902,950	1,001,673
Other permanent property,	477,630	491,017	13,387
Cash and current assets,	2,428,150	1,911,651	516,499*
Miscellaneous assets,	1,254,573	1,493,025	238,452
Gross Assets,	\$56,212,671	\$62,187,775	\$5,975,104

* Decrease.

The gross liabilities at the same date, including capital stock, were \$61,117,713.49. The several kinds of liabilities, and the amount of each as compared with 1895, were as follows:—

Gross Liabilities, September 30, 1895 and 1896.

LIABILITIES.	1895.	1896.	Increase.
Capital stock,	\$27,906,685	\$30,727,818	\$2,821,133
Funded debt,	22,284,500	24,236,000	1,951,500
Real estate mortgages,	630,800	49,100	581,700*
Current liabilities,	3,434,908	4,940,961	1,506,053
Accrued liabilities,	1,100,188	1,163,835	63,647
Gross Liabilities,†	\$55,357,081	\$61,117,714	\$5,760,633
Surplus,	855,590	1,070,061	214,471
Sinking and special funds.	21,700	81,032	59,332

* Decrease.

† Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that while there was an increase in gross liabilities of \$5,760,633 over the previous year, there was a gain of \$5,975,104 in gross assets—

a balance of \$214,471 in favor of the companies, increasing by that amount their aggregate surplus.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table : —

Gross Assets, Liabilities and Surplus for Ten Years, 1887-1896.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Percentage of Surplus to Capital.
1887,	\$17,947,589	\$16,544,688	\$1,402,901	18.89
1888,	19,206,656	18,464,101	742,555	6.82
1889,	21,466,720	20,739,980	726,740	5.91
1890,	26,817,809	25,611,989	705,820	4.74
1891,	31,777,906	31,210,768	567,138	2.90
1892,	39,631,770	38,794,815	836,955	3.55
1893,	50,130,273	49,589,688	540,585	2.09
1894,	53,641,581	53,020,295	621,286	2.80
1895,	56,212,671	55,357,081	855,590	3.06
1896,	62,187,775	61,198,746	1,070,061	3.48
Averages, . .	\$37,852,075	\$37,053,215	\$943,897	4.65

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1896, was \$14,900,941.93, and the total expenditures were \$14,423,012.72 — leaving a net balance of \$477,929.21 to carry to surplus account.

The sources of total income, and the amount derived from each source as compared with 1895, were as follows : —

Total Income, 1895 and 1896.

INCOME.	1895.	1896.	Increase.
Gross earnings from operation, .	\$13,184,342	\$14,844,262	\$1,659,920
Rentals from lease of railway, .	40,326	47,990	7,664
Income from other sources, .	21,704	8,690	13,014*
Total Income,	\$13,246,372	\$14,900,942	\$1,654,570

* Decrease.

The items of total expenditure, with the increase (or decrease) in each item over the previous year, are shown in the following table :—

Total Expenditures, 1895 and 1896.

EXPENDITURES.	1895.	1896.	Increase.
Expenses of operation, . . .	\$9,088,086	\$10,563,371	\$1,475,285
Interest on debt and loans, . . .	1,168,621	1,320,304	151,683
Taxes,	488,138	523,346	35,208
Rentals of leased railways, . . .	98,902	113,810	14,908
Other charges on income, . . .	145,270	99,335	45,935*
Dividends paid,	1,606,195	1,802,847	196,652
Total Expenditures, . . .	\$12,595,212	\$14,423,013	\$1,827,801
Surplus for the year,	651,160	477,929	173,231*

* Decrease.

A comparison of the last two tables will show that the balance of total income above operating expenses was \$4,337,571, and that the interest and other charges amounted to \$2,056,795; leaving as the net divisible income \$2,280,776—which exceeded by \$23,421 the corresponding net for 1895.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the eighty-three companies, September 30, 1896, was \$30,727,817.50—a net increase of \$2,821,132.50 over the previous year, resulting from additions and deductions in the case of the following companies :—

Additions :—

Blackstone Valley (Millbury, etc., a new company), . . .	\$47,800 00
Braintree & Weymouth,	35,200 00
Brockton, Bridgewater & Taunton (a new company), . . .	28,885 00
Commonwealth Avenue (Newton),	23,870 00
Cottage City,	9,900 00
Dartmouth & Westport,	5,025 00
Dighton, Somerset & Swansea,	65,000 00
Fall River,	39,280 00
Greenfield & Turner's Falls,	50,000 00
Hanover (a new company),	49,200 00

Haverhill, Georgetown & Danvers (a new company),	\$60,000 00
Hingham,	140,370 00
Holyoke,	150,000 00
Hoosac Valley (North Adams),	50,000 00
Interstate Consolidated (of Rhode Island, a new company),	300,000 00
Leominster & Clinton,	119,300 00
Lowell & Suburban,	200,000 00
Lynn & Boston,	220,800 00
Martha's Vineyard (a new company),	3,692 50
Milford, Holliston & Framingham (a new company),	150,000 00
Mystic Valley (Stoneham, etc., a new company),	40,000 00
Nantasket Electric,	11,250 00
Newton,	37,400 00
Newton & Boston,	25,000 00
Norfolk Central (Dedham, etc., a new company),	75,000 00
Norfolk Suburban (Hyde Park, etc.),	62,500 00
Pittsfield Electric,	20,000 00
Quincy & Boston,	106,400 00
Randolph (a new company),	17,500 00
Reading & Lowell,	83,500 00
Rockport (a new company),	100,000 00
Shelburne Falls & Colrain (a new company),	50,000 00
Southbridge & Sturbridge (a new company),	60,000 00
Warren, Brookfield & Spencer (a new company),	150,000 00
West Roxbury & Roslindale (a new company),	101,760 00
Woburn & Reading (a new company),	60,000 00
Woonsocket (of Rhode Island, not before returned),	140,000 00
Woronoco (Westfield),	13,000 00

Total additions to capital stock,	<u><u>\$2,901,132 50</u></u>
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Deductions : —

Bridgewater & East Bridgewater (corporate powers lapsed),	\$10,000 00
Brockton & Bridgewater (corporate powers lapsed),	20,000 00
Brockton & East Bridgewater (corporate powers lapsed),	10,000 00
Montague (consolidated with Greenfield & Turner's Falls),	40,000 00

Total deductions from capital stock,	<u><u>\$80,000 00</u></u>
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Net increase of capital stock,	<u><u>\$2,821,132 50</u></u>
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During the year ending September 30, 1896, the Board authorized increases of capital stock under chapters 366 of the Acts of 1887 and 409 of the Acts of 1896, and approved issues of capital stock under chapter 462 of the Acts of 1894, by the companies and for the amounts shown in the following table : —

Issues of Capital Stock Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Blackstone Valley (Millbury, etc.), .	February 10, 1896,	\$100,000
Brockton,	July 20, 1896,	104,000
Commonwealth Avenue (Newton), .	January 10, 1896,	20,000
Dighton, Somerset & Swansea, . .	October 28, 1895,	125,000
Gardner Electric,	July 20, 1896,	50,000
Greenfield & Turner's Falls, . .	April 3, 1896,	50,000
Greenfield & Turner's Falls, . .	May 8, 1896,	50,000
Hanover,	May 18, 1896,	50,000
Haverhill, Georgetown & Danvers, .	April 10, 1896,	60,000
Hingham,	December 20, 1895,	45,000
Holyoke,	March 4, 1896,	150,000
Interstate Consolidated (of R. I.), .	October 14, 1895,	100,000
Interstate Consolidated (of R. I.), .	November 15, 1895,	130,000
Interstate Consolidated (of R. I.), .	December 26, 1895,	100,000
Leominster & Clinton,	July 31, 1896,	120,000
Lowell & Suburban,	September 25, 1896,	360,000
Lynn & Boston,	March 18, 1896,	40,000
Lynn & Boston,	March 19, 1896,	30,000
Lynn & Boston,	May 18, 1896,	50,800
Lynn & Boston,	May 19, 1896,	45,200
Milford, Holliston & Framingham, .	December, 30, 1895,	150,000
Montague,	April 3, 1896,	40,000
Mystic Valley (Stoneham, etc.), . .	April 14, 1896,	40,000
Newton & Boston,	February 18, 1896,	25,000
Norfolk Suburban (Hyde Park, etc.),	February 18, 1896,	62,500
Pittsfield Electric,	March 25, 1896,	40,000
Quincy & Boston,	April 15, 1896,	120,000
Reading & Lowell,	October 22, 1895,	100,000
Rockport,	July 8, 1896,	100,000
Shelburne Falls & Colrain,	July 30, 1896,	50,000
Springfield,	September 29, 1896,	166,700
Warren, Brookfield & Spencer, . .	July 31, 1896,	150,000
West Roxbury & Roslindale, . . .	July 24, 1896,	50,000
West Roxbury & Roslindale, . . .	July 24, 1896,	100,000
Woburn & Reading,	June 10, 1896,	60,000
Total amount authorized, . . . . .	. . . . .	\$3,034,200

Dividends.

The total amount of cash dividends declared the last year was \$1,802,846.50—an increase of \$196,652 over the previous year. Forty-three out of the eighty-three companies paid dividends ranging from $1\frac{1}{4}$ to $10\frac{1}{2}$ per cent, and forty companies, new and old, declared and paid no dividends.

One company paid $10\frac{1}{2}$ per cent; one paid 10 per cent; one paid $9\frac{1}{2}$ per cent; one paid 9 per cent; 8 paid 8 per cent; one paid 8 per cent on preferred stock and 7 per cent on common stock; one paid 7 per cent; one paid $6\frac{1}{2}$ per cent; twelve paid 6 per cent; two paid 5 per cent; nine paid 4 per cent; two paid 3 per cent; one paid 2.65 per cent; one paid $2\frac{1}{2}$ per cent; and one paid $1\frac{1}{4}$ per cent.

The amount of dividend-paying capital was \$26,444,900.00, on which the average rate of dividend was 6.82 per cent, as against 6.63 per cent the previous year. The amount of capital yielding no dividend was \$4,282,917.50. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year, was 5.87 per cent, as against 5.76 per cent in 1895. Computed (as it more properly might

Capital Stock, Net Income and Dividends, 1887-1896.

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage to Total Capital Stock.
1887,	\$10,096,980	\$648,382	\$530,920	5.26
1888,	10,894,850	785,008	625,617	5.74
1889,	12,290,740	1,025,758	838,649	6.82
1890,	14,879,130	1,430,116	963,154	6.47
1891,	19,553,952	1,299,153	1,100,015	5.63
1892,	23,590,536	1,905,680	1,582,697	6.71
1893,	25,883,575	1,993,399	1,716,637	6.63
1894,	26,971,275	1,812,668	1,610,886	5.97
1895,	27,906,685	2,280,776	1,606,196	5.76
1896,	30,727,818	2,224,095	1,802,847	5.87
Averages, . .	\$20,279,554	\$1,543,829	\$1,237,762	6.10

be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 6.15 per cent, as against 5.85 per cent in 1895.

The table on the preceding page gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividend to total capital stock, for each of the last ten years.

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1896, was \$24,236,000 — a net increase of \$1,951,500 over the previous year, resulting from additions and deductions in the case of the following companies: —

Additions: —	
Beverly & Danvers,	\$40,000 00
Commonwealth Avenue (of Newton),	45,000 00
Dighton, Somerset & Swansea,	94,000 00
Greenfield & Turner's Falls,	40,000 00
Haverhill & Amesbury,	500 00
Hingham,	125,000 00
Marlborough,	6,000 00
Newton & Boston,	25,000 00
Pittsfield Electric,	22,000 00
Rockland & Abington,	1,500 00
South Middlesex (of Natick, etc.),	90,000 00
Springfield,	200,000 00
Wakefield & Stoneham,	98,000 00
West End (of Boston),	785,000 00
Woonsocket (of Rhode Island, not before returned),	200,000 00
Worcester & Suburban,	186,500 00
Total additions to funded debt,	<u>\$1,958,500 00</u>
Deductions: —	
Boston & Revere Electric,	\$2,000 00
Lowell, Lawrence & Haverhill,	5,000 00
Total deductions from funded debt,	<u>\$7,000 00</u>
Net increase of funded debt,	<u>\$1,951,500 00</u>

During the year ending September 30, 1896, the Board authorized and approved, under chapters 316 of the Acts of

1889 and 462 of the Acts of 1894, issues of bonds by the companies and for the amounts named in the following table : —

Issues of Bonds Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Blackstone Valley (Millbury, etc.), .	March 4, 1896,	\$20,000
Commonwealth Avenue (Newton), .	January 10, 1896,	65,000
Dighton, Somerset & Swansea, . .	October 28, 1895,	125,000
Gardner Electric,	July 20, 1896,	30,000
Greenfield & Turner's Falls, . .	May 8, 1896,	100,000
Hingham,	December 20, 1895,	125,000
Interstate Consolidated (of R. I.), .	November 15, 1895,	60,000
Interstate Consolidated (of R. I.), .	December 26, 1895,	50,000
Newton & Boston,	February 18, 1896,	25,000
Pittsfield Electric,	April 9, 1896,	35,000
Shelburne Falls & Colrain, . . .	September 18, 1896,	50,000
Springfield,	February 6, 1896,	200,000
West End (Boston),	January 10, 1896,	2,275,000
West Roxbury & Roslindale, . . .	July 24, 1896,	100,000
Total amount authorized, . . . .	. . . . .	\$3,260,000

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1896, was \$49,100.

The total unfunded debt, including the above mortgages, was \$6,153,896 — an increase of \$988,000 over the previous year.

The gross debt, funded and unfunded, was \$30,389,896 — an increase of \$2,939,500.

The net debt (the gross debt less \$1,911,651 of cash and current assets) was \$28,478,245 — an increase of \$3,455,999. In computing the net debt, the sum of \$1,493,025 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table : —

Funded, Unfunded, Gross and Net Debt, 1887-1896.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Cash and Current Assets.	Net Debt.†
1887, . . .	\$4,550,242	\$1,897,466	\$6,447,708	\$1,189,687	\$5,258,021
1888, . . .	5,134,042	2,435,209	7,569,251	1,227,020	6,342,231
1889, . . .	5,399,042	3,100,198	8,499,240	1,371,882	7,127,358
1890, . . .	6,027,942	4,704,917	10,732,859	2,184,886	8,547,973
1891, . . .	7,316,500	4,340,316	11,656,816	3,713,164	7,943,652
1892, . . .	9,970,150	5,234,128	15,204,278	3,932,490	11,271,788
1893, . . .	14,109,000	9,597,113	23,706,113	2,939,010	20,767,103
1894, . . .	19,188,000	6,861,020	26,049,020	3,825,887	22,223,133
1895, . . .	22,284,500	5,165,896	27,450,396	2,428,150	25,022,246
1896, . . .	24,236,000	6,153,896	30,389,896	1,911,651	28,478,245

* Including real estate mortgages. † Gross debt less cash and current assets.

VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the eighty-three companies making returns to the Board, was 292,358,943 — an increase of 32,564,635 passengers over the previous year. The number of passengers carried on the street railways exceeded the number carried on the railroads of the State, by 180,729,892.

Volume of Traffic for Ten Years, 1887-1896.

YEARS.	Total Passengers Carried.	Total Car Miles Run.	Total Round Trips Run.	Average Passengers per Trip.
1887,	124,787,328	20,625,846	3,222,607	39
1888,	134,478,319	23,244,767	3,220,578	42
1889,	148,189,403	24,259,491	3,446,769	43
1890,	164,873,846	26,516,937	3,764,816	44
1891,	176,090,189	27,670,166	3,958,455	44
1892,	194,171,942	29,678,036	4,168,458	47
1893,	213,552,009	34,507,282	4,481,171	48
1894,	220,464,099	36,722,978	4,662,786	47
1895,	259,794,308	43,655,560	5,179,234	50
1896,	292,358,943	53,613,685	6,004,809	49

The total number of miles run by street cars the last year was 53,613,685 — an increase of 9,958,125 miles over the previous year. The total number of round trips run was 6,004,809 — an increase of 825,575 in the number of trips. The average number of passengers carried per round trip was 49 — one less than in 1895.

The preceding table gives the total volume of traffic, itemized as above, for each of the last ten years.

Over one-third (11,630,782) of the increase in number of passengers the last year, was on the West End railway. Its large comparative density of traffic is seen below.

Density of Traffic.

By “density of traffic,” as applied to street railways, may be understood the average annual number of passengers carried per total mile of main track operated. The density of traffic on a street railway system, other conditions being similar, is a measure of its earning capacity.

The following table shows the volume and the density of traffic the last year on all of the Massachusetts railways combined, and on the ten leading railways in detail : —

Volume and Density of Street Railway Traffic in 1896.

RAILWAY COMPANIES.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Average Num- ber per Round Trip Run.
All Massachusetts companies, .	292,358,943	226,452	49
Brockton,	6,227,923	151,564	41
Globe (Fall River),	6,326,237	240,707	34
Holyoke,	3,440,500	154,331	34
Lowell, Lawrence & Haverhill, .	8,205,411	144,223	57
Lowell & Suburban,	7,680,940	132,471	26
Lynn & Boston,	26,791,811	179,136	49
Springfield,	10,163,011	180,547	38
Union (New Bedford),	5,092,087	322,938	40
West End (Boston),	166,862,288	648,568	59
Worcester Consolidated,	9,744,025	270,172	33
Averages (ten companies), .	25,053,423	346,581	51

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the percentage of operating expenses to gross earnings, and the net earnings, for each of the last ten years :—

Percentage of Operating Expenses to Gross Earnings, 1887–1896.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1887,	\$6,381,404	\$5,284,707	82.81	\$1,096,697
1888,	6,824,317	5,532,797	81.07	1,291,520
1889,	7,523,575	5,898,804	78.40	1,624,771
1890,	8,348,285	6,244,208	74.80	2,104,077
1891,	8,861,841	6,746,304	76.13	2,115,537
1892,	9,798,060	7,029,479	71.74	2,768,581
1893,	10,832,174	7,501,845	69.26	3,330,329
1894,	11,119,846	7,729,059	69.51	3,390,787
1895,	13,184,342	9,088,086	68.93	4,096,256
1896,	14,844,262	10,563,371	71.16	4,280,891
Averages, . .	\$9,771,811	\$7,161,866	73.29	\$2,609,945

The tables on the opposite page give for each of the last ten years the average gross earnings, the operating expenses, and the net earnings from operation, (1) per total mile of main track owned, (2) per round trip run, (3) per car mile run, and (4) per passenger carried — showing thus more in detail the changes from year to year in the earnings, cost, and net results of operation.

The first table on page 98 gives the percentage of operating expenses to gross earnings, and the net earnings per mile of main track operated, per round trip run, per car mile run, and per passenger carried, on each of the ten leading railways, with their combined averages. These ten companies represent 77 per cent of the entire capital investment, operate 56 per cent of the total railway mileage, and carry 86 per cent of the whole number of passengers, pertaining to all of the eighty-three Massachusetts street railways. Over 57 per cent of all the passengers are carried on the West End railway alone.

*Gross and Net Earnings from Operation per Mile of Main Track
Owned and per Round Trip Run, 1887-1896.*

YEARS.	AVERAGE PER MILE OF TRACK.			AVERAGE PER ROUND TRIP.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
1887, . . .	\$13,570	\$11,229	\$2,341	\$1 98	\$1 64	\$0 34
1888, . . .	12,789	10,369	2,420	2 12	1 72	0 40
1889, . . .	13,103	10,274	2,829	2 18	1 71	0 47
1890, . . .	13,632	10,197	3,435	2 22	1 66	0 56
1891, . . .	13,178	10,032	3,146	2 24	1 70	0 54
1892, . . .	12,980	9,312	3,668	2 35	1 69	0 66
1893, . . .	12,392	8,582	3,810	2 41	1 67	0 74
1894, . . .	11,972	8,321	3,651	2 39	1 66	0 73
1895, . . .	12,127	8,359	3,768	2 55	1 75	0 80
1896, . . .	11,627	8,274	3,353	2 47	1 76	0 71
Averages, .	\$12,565	\$9,209	\$3,356	\$2 32	\$1 70	\$0 62

*Gross and Net Earnings from Operation per Car Mile Run and per
Passenger Carried, 1887-1896.*

YEARS.	AVERAGE PER CAR MILE.			AVERAGE PER PASSENGER.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1887, . . .	30.94	25.62	5.32	5.11	4.23	.88
1888, . . .	29.36	23.80	5.56	5.07	4.11	.96
1889, . . .	30.98	25.71	5.27	5.07	3.98	1.09
1890, . . .	31.48	23.87	7.61	5.06	3.79	1.27
1891, . . .	32.03	24.38	7.65	5.03	3.83	1.20
1892, . . .	33.01	23.69	9.32	5.05	3.62	1.43
1893, . . .	31.39	21.74	9.65	5.07	3.51	1.56
1894, . . .	30.28	21.05	9.23	5.04	3.50	1.54
1895, . . .	30.20	20.82	9.38	5.07	3.50	1.57
1896, . . .	27.69	19.70	7.99	5.08	3.61	1.47
Averages, .	30.49	22.35	8.14	5.07	3.71	1.36

Operating Expenses and Net Earnings (Ten Railways).

RAILWAY COMPANIES.	Percent- age of Operating Expenses to Gross Earnings.	NET EARNINGS PER			
		Mile of Track Operated.	Round Trip Run.	Car Mile Run.	Passen- ger Carried.
				Cents.	Cents.
Brockton,	62.08	\$2,832	\$0.77	9.01	1.87
Globe (Fall River),	64.58	4,502	0.62	9.22	1.81
Holyoke,	64.96	2,728	0.61	7.57	1.77
Lowell, Lawrence & Haverhill,	60.44	2,851	1.13	11.23	1.98
Lowell & Suburban,	62.02	2,573	0.51	8.27	1.94
Lynn & Boston,	59.01	3,894	1.07	10.83	2.17
Springfield,	61.65	3,555	0.74	8.49	1.97
Union (New Bedford),	61.41	5,486	0.69	11.57	1.70
West End (Boston),	75.94	7,802	0.72	7.77	1.20
Worcester Consolidated,	75.61	2,976	0.41	6.21	1.23
Averages,	71.45	\$4,979	\$0.73	8.40	1.44

EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last four years, not having been reported prior to 1893 : —

Employees and Equipment, 1887-1896.

YEARS.	Employees.	Cars.	Other Vehicles.	Horses.	Electric Motors.
1887,	5,222	2,633	148	11,874	—
1888,	5,531	2,588	439	11,391	—
1889,	6,302	2,942	428	11,817	—
1890,	6,246	3,247	567	11,241	—
1891,	6,449	3,494	577	10,640	—
1892,	7,185	3,679	552	6,734	—
1893,	8,070	4,040	681	3,531	3,013
1894,	7,451	4,058	1,790	2,014	3,906
1895,	8,048	4,426	1,755	1,486	4,704
1896,	9,130	4,913	1,876	878	5,958

STREET RAILWAY ACCIDENTS.*

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1896, was 1,766; of whom 26 received fatal injuries, and 1,740 received injuries not fatal.

The number of passengers injured was 1,124, of whom but 10 were injured fatally. Most of the accidents to passengers (as usual) occurred as they were getting on or off cars, in the great majority of cases while the car was in motion.

The injuries to employees were 57 in all, only one of which was fatal.

The number of injuries to travellers and others on the street was 585, of which 15 were fatal.

Of the whole 1,766 injured, at least 57 were children. The reports in some cases do not indicate whether the person injured was a child or an adult; and it has been assumed in such cases that the person was an adult. Of the 57 children injured, 11 were fatally hurt.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year:—

Summary of Accidents Reported in 1895 and 1896.

KILLED AND INJURED.	KILLED.		INJURED.		TOTAL.	
	1895.	1896.	1895.	1896.	1895.	1896.
Passengers, . . .	7	10	891	1,114	898	1,124
Employees, . . .	—	1	45	56	45	57
Other persons, . . .	18	15	546	570	564	585
Totals, . . .	25	26	1,482	1,740	1,507	1,766
Adults, . . .	15	15	1,432	1,694	1,447	1,709
Children, . . .	10	11	50	46	60	57
Totals, . . .	25	26	1,482	1,740	1,507	1,766

* For Tabulated Statement of Accidents in connection with the several railways, in detail, see Appendix.

It appears that 3 more passengers and one more employee were fatally injured in the last than in the previous year; while the number of travellers and others on the street who received fatal injuries, was 3 less.

Of those receiving injuries not fatal, there were reported 223 more passengers, 11 more employees, and 24 more travellers and others, than in 1895.

Altogether, there appear to have been injured, fatally and otherwise, 226 more passengers, 12 more employees, and 21 more of other persons, — in all 259 more, — than the previous year. This, we think, is partly due to the increase of travel and traffic, on the streets as well as on the cars, and still more, perhaps, to the fact that the companies, or some of them, in accordance with suggestions of the Board, are returning from year to year a larger proportion than formerly of slight or even trivial accidents. There has apparently been nothing the last year to make the general conditions of street railway operation more hazardous than the year before.

The table on the opposite page is intended to exhibit as fully as may be the actual as well as the comparative risk of injury in connection with street railway operation, by giving for each of the three years named in the table the ratio of passengers and employees fatally or otherwise injured to the whole number of each class, and also the ratio as regards them and persons injured on the street to the total length of railway line operated and amount of car service performed. The last two years are thus compared in the table with each other. The year 1888 is also selected for comparison, because this was the last year in which the operation was wholly by horse power; and it is desired to show, so far as the data furnished by the reports of the companies will permit, the relative dangers attending the use of horse and electric power.

The comparison thus made will be the more satisfactory as regards fatal injuries, since it must be presumed that these have always been fully reported. Without going into particulars, it may be said that the proportion of passengers and employees killed during the last two years of electric operation, appears by the table to have been on the whole about the same as with the use of horse power in 1888, while the ratio of persons killed on the street to total mileage operated, round trips and car miles run, has not been materially larger.

*Ratio of Accidents to Number of Passengers, Employees, etc., in 1888,
1895 and 1896.*

PASSENGERS CARRIED, ETC.	1888.*	1895.	1896.
Passengers carried,	134,478,319	259,794,308	292,358,943
Employees (total),	5,531	8,048	9,130
Miles of main track,	533.59	1,087.18	1,291.04
Round trips run,	3,220,578	5,179,234	6,004,809
Car miles run,	23,244,767	43,655,560	53,613,685
<i>Passengers Killed,</i>	4	7	10
Ratio to all passengers, . . .	1 to 33,619,580	1 to 37,113,473	1 to 29,235,894
Ratio to miles of track, . . .	1 to 133.40	1 to 155.31	1 to 129.10
Ratio to round trips,	1 to 805,145	1 to 739,891	1 to 600,481
Ratio to car miles,	1 to 5,811,192	1 to 6,236,509	1 to 5,361,369
<i>Passengers Injured,</i>	140	891	1,114
Ratio to all passengers, . . .	1 to 960,559	1 to 291,576	1 to 262,441
Ratio to miles of track, . . .	1 to 3.81	1 to 1.22	1 to 1.16
Ratio to round trips,	1 to 23,004	1 to 5,813	1 to 5,390
Ratio to car miles,	1 to 166,034	1 to 48,996	1 to 48,127
<i>Employees Killed,</i>	1	0	1
Ratio to all employees,	1 to 5,531	-	1 to 9,130
Ratio to miles of track, . . .	1 to 533.59	-	1 to 1,291.04
Ratio to round trips,	1 to 3,220,578	-	1 to 6,004,809
Ratio to car miles,	1 to 23,244,767	-	1 to 53,613,685
<i>Employees Injured,</i>	11	45	56
Ratio to all employees,	1 to 503	1 to 179	1 to 163
Ratio to miles of track, . . .	1 to 48.51	1 to 24.16	1 to 23.05
Ratio to round trips,	1 to 292,780	1 to 115,094	1 to 107,229
Ratio to car miles,	1 to 2,113,161	1 to 970,124	1 to 957,387
<i>Other Persons Killed,</i>	6	18	15
Ratio to miles of track, . . .	1 to 88.93	1 to 60.40	1 to 86.07
Ratio to round trips,	1 to 536,763	1 to 287,735	1 to 400,321
Ratio to car miles,	1 to 3,874,128	1 to 2,425,309	1 to 3,574,246
<i>Other Persons Injured,</i>	76	546	570
Ratio to miles of track, . . .	1 to 7.02	1 to 1.99	1 to 2.26
Ratio to round trips,	1 to 42,376	1 to 9,846	1 to 10,534
Ratio to car miles,	1 to 305,852	1 to 79,995	1 to 94,059
<i>Total Killed,</i>	11	25	26
Ratio to miles of track, . . .	1 to 48.51	1 to 43.49	1 to 49.66
Ratio to round trips,	1 to 292,780	1 to 207,169	1 to 230,954
Ratio to car miles,	1 to 2,113,161	1 to 1,746,222	1 to 2,062,065
<i>Total Injured,</i>	227	1,482	1,740
Ratio to miles of track, . . .	1 to 2.35	1 to .73	1 to .74
Ratio to round trips,	1 to 14,188	1 to 3,495	1 to 3,451
Ratio to car miles,	1 to 102,400	1 to 29,457	1 to 30,812
<i>Total Killed and Injured,</i>	238	1,507	1,766
Ratio to miles of track, . . .	1 to 2.24	1 to .72	1 to .73
Ratio to round trips,	1 to 13,532	1 to 3,437	1 to 3,400
Ratio to car miles,	1 to 97,667	1 to 28,969	1 to 30,359

* Operation wholly by horse power.

The ratio of non-fatal accidents or injuries appears by the table to have been considerably greater the last two years than in 1888. To just what extent this is due to the fuller reports of slight accidents which have been made in the later years, as before mentioned, it is impossible to say. The greater speed of the electric service undoubtedly contributes to accidents of this class, especially to the large proportion of accidents, most of them slight, which result from attempting to take or leave a car, or from falling or being thrown from a car, while the car is in motion. In all kinds of locomotion, speed is attained with some sacrifice of safety, and no where more so than on the street railway. Any high degree of railway speed is absolutely incompatible with the safety of other street travel.

The record of the last two years indicates, however, that on the street railway lines of this State only one out of 32,500,000 passengers is likely to meet with fatal casualty, and that but one out of 275,000 passengers will receive any injury, however slight; and that cars are run on an average about 30,000 miles without mishap of any sort to passenger, employee, traveller on the street or other person.

REVIEW OF THE YEAR.

Railway Construction.

There were added the last year over 175 miles to the length of the railway lines, owned by the Massachusetts companies, new and old, and nearly 200 miles to their total mileage, reckoning mileage (as has been the custom) by the length of main track. This is about 50 miles more than in any previous year, and nearly three times the average of the preceding ten years, including the entire period since the introduction of electric motive power. In view of the general stagnation of other business enterprise, this indicates an exceptional degree of confidence and courage with respect to street railway projection.

Nearly 27 miles of original horse railway were also reconstructed for electric operation, and there now remain but about 35 miles (less than 3 per cent) which are operated by horse power only. The number of horses has dropped to 878. With the same number of passengers per horse as in 1888, it would have taken 24,764 horses to do the work of the last year.

Capital Investment.

Twenty years ago, the street railway system of this State represented a capital investment (reckoning as such the amount of outstanding capital stock and net funded and floating debt) of \$7,687,000; and ten years ago, the investment had increased to only \$13,314,000. At the end of the last year, it stood at \$59,206,000, — so that in the ten years since 1886 it has considerably more than quadrupled. The financial stake is still far below that represented by the railroad corporations of the State, whose capital investment (reckoned as above) amounts to \$343,376,000, having increased about 70 per cent in the last decade. The railway interest has ceased, however, to be so comparatively insignificant as it was twenty or even ten years ago; and the street railway system, financially and otherwise, can no longer be regarded as of trifling importance, present or prospective.

It has been commonly stated and believed that the street railway companies, owing to the supposed frailty of the tenure by which they hold their locations or roadways, have been unable to borrow money on the security of their bonds, whether mortgage or otherwise, except at a considerable disadvantage, in comparison with the railroad corporations, as regards rate of interest. It appears, however, that the average rate of bonded interest now paid by the Massachusetts street railway companies (4.98 per cent) is less than one-quarter of one per cent (exactly .21 of one per cent) higher than the corresponding average rate paid by our railroad corporations.*

Volume of Traffic.

The remarkable growth of street railway traffic for some years past has been traced in previous reports; and though not quite so rapid the last as the preceding year, has still been almost phenomenal. There was (as seen on page 94) a gain of 39,300,000 passengers in 1895, and of 32,600,000 in 1896. While the railroad corporations of this State (as seen on page 8) carried the last year 10,179,000 fewer passengers than in the year preceding the panic of 1893, the street railway companies carried 78,807,000 more passengers than in that year.

* See note on page 10, *ante*.

This seems to enforce the truth of a remark made in the report of two years ago, upon a less remarkable showing of facts than now, that street railway transportation is not dependent, as a luxury or otherwise, upon conditions of general financial and business prosperity, but is to be ranked among the absolute necessities of modern life.

Financial Results.

As shown in detail on preceding pages, the companies added the last year \$5,975,104 to their assets, and \$5,760,633 to their liabilities — thereby increasing their aggregate surplus by \$214,471; and the percentage of the surplus to capital stock has now risen from its lowest ebb of 2.09 per cent in 1893, to 3.48 per cent, though still below the average (4.65 per cent) for the last ten years.

The net earnings from operation were greater by \$184,635, and the net divisible income greater by \$23,421, than the previous year; but the amount of dividends declared was larger by \$196,652, which left the profit balance or surplus for the year (\$477,929) less by \$173,231 than in 1895. The average dividend rate of the dividend-paying companies was 6.82 as against 6.63 per cent the year before. It is apparent that some of the companies divided the last year too much to their stockholders. Forty out of the 83 companies, however, paid no dividends; though the capital stock of these companies amounted to only \$4,283,000 out of the total \$30,728,000 of capital stock.

Conditions of Street Railway Operation in 1886, 1891 and 1896.

CAPITAL INVESTMENT, EARNINGS, ETC.	1886.	1891.	1896.
Capital investment * per mile,	\$32,663	\$40,890	\$46,393
	Per Cent.	Per Cent.	Per Cent.
Railway electrically equipped,	—	42.98	97.25
Operating expenses to gross earnings, . . .	80.04	76.13	71.16
Net earnings to capital investment,	8.67	7.69	7.23
Divisible income to capital stock,	8.67	6.64	7.24
Dividends paid to capital stock,	5.41	5.63	5.87
Surplus to capital stock,	15.01	2.90	3.48

* Outstanding capital stock and net funded and floating debt per mile of main track.

Comparative Results.

The preceding table, which is similar to tables in previous reports, is designed to present to the eye the data for an easy comparison, by the more familiar and decisive tests, of the general conditions and results of street railway operation at the beginning, middle and end of the last decade, before and during the period of the use of electric motive power. It seems to require here no further explanation or comment.

Ratio of Operating Expense.

During the last three years of operation wholly by horse power (1886-88), the percentage of operating expenses to gross earnings ranged from 80.04 to 82.81 per cent. In 1895, when nearly nineteen-twentieths of the railway mileage had been equipped for electric power, the ratio of operating expense had fallen, at first by rapid and then by slower and slightly fluctuating gradations, to 68.93 per cent. The last year it has advanced again to 71.16 per cent, or to the scale of three or four years ago.

In the 25th annual report (January, 1894, page 108), in commenting upon the remarkable reduction which up to that time had occurred in the ratio of operating expense, attention was called to the fact that the electric railways, with their power plants and electric equipment, were all of new or recent construction; that the cost of repairs and renewals was consequently for the time being, and for some years would be, comparatively small; and that the normal cost of the maintenance of the electric system would not probably have been fully tested and known, until the time for more extensive repairs and renewals had arrived.

It cannot be confidently affirmed that the anticipated period of heavier expense has now arrived or has begun to set in. It may turn out that the advance of 2.23 per cent in the ratio of operating expense last year was merely an accidental or temporary fluctuation. It will be found, however, by referring to the tabulations in the Appendix, and by comparing the ratios of operating expense as there given for the several companies with their corresponding ratios for the previous year, that the advances appear more frequently in the ratios of the older and

larger companies which were among the first to build or reconstruct their railways for operation by electric power. It has been seen on page 98, that the average ratio of operating expense for the ten leading companies was the last year 71.45 per cent. The year before it was 68.98 per cent. This is an increase of 2.47 per cent, which is more than the average increase in the ratio of expense for all of the companies combined, and is of course amply sufficient to account for the latter.

Multiplication of Companies.

As appears on the statistical pages of the report, there were organized the last year eleven new street railway companies under the general law, and eight more were chartered by special act; though only two of the latter have as yet given signs of active life.

At the end of the year, there were in actual existence 82 corporations, 81 of which owned constructed railways with an aggregate length of 1,277 miles. Eight of these companies had leased their railways to be operated by other companies; so that there were left 73 companies to operate the whole of the existing mileage. If this mileage had been evenly distributed, each company would have had about $17\frac{1}{2}$ miles of railway; but ten of these companies, which have been referred to on previous pages as the leading city and suburban companies, were operating over 700 miles of the total mileage, so that there was left for the other 63 companies an average of only about 9 miles of railway each; and there were in fact at least 25 companies whose railways averaged less than $4\frac{1}{2}$ miles in length.

While the formation of new corporations for the building of short local or connecting lines seems to be sometimes expedient if not necessary, the prolonged existence and independent operation of so many small companies is in some important respects undesirable both for the companies and the public. There can be little question that the merger by lease or consolidation of many of the smaller companies with each other, or with larger companies to whose systems they naturally belong, might often result in securing greater economy and efficiency of management, and in thereby giving to the public a more convenient and in some cases a cheaper service. In

this view, some general legislation which, under proper guards and restrictions, might tend to facilitate such union, would seem to be in the direction of both the corporate and the public interest.

THE BOSTON SUBWAY.

The statutes which provide for the construction of subways in the city of Boston, intrust the execution of the work to a board of five commissioners, to be known as the Boston Transit Commission. This commission is also empowered, in the name of the city of Boston, to enter into contracts relative to the subways built under its direction, but "subject to the approval of the board of railroad commissioners." Stats. 1893, ch. 478; 1894, ch. 548; 1895, ch. 440; and 1896, ch. 492.

On the 15th of December last, we were advised that the commission had entered into such a contract with the West End Street Railway Company; and the contract, duly executed by a majority of the commission and by that company, was submitted for our approval.

After notice to the mayor of Boston and general notice by advertisement, public hearings were given on December 21, 23 and 24, which were attended by a large number of persons, many of whom were heard in favor of or in objection to such approval. The novelty of the contract, the peculiar nature of the structure to which it relates, the variety of the interests involved, and the controverted questions of public policy which the subject-matter raises or suggests, had naturally given rise to marked diversities of opinion regarding the scope and merits of the contract in question; and it was sought with much earnestness and vigor of argument, from one standpoint or another, to impress these different views upon the Board.

The contract may be conveniently considered in the two aspects in which it was discussed at the hearings — first, as it affects by its terms the parties to the contract; and second, as it may affect in its operation the interests of the public.

1. The immediate parties to the contract are the city of Boston and the West End Street Railway Company, in their respective corporate capacities. As between these parties, the facts are few and plain. The city, the grantor in the contract, has built for a specific purpose and is the owner of a costly structure, to wit, the subway. It desires to see this structure

utilized for its intended purpose, and at the same time to be reimbursed for its cost. The railway company, the grantee, in its business as a common carrier of passengers, can advantageously use the property of the city for the purpose for which it was designed, and desires to acquire the right to such use. The two parties accordingly enter into negotiations through their duly accredited representatives, as the result of which they agree upon the terms embodied in the contract now under consideration.

Omitting minor and incidental provisions, the terms of the contract, as between the immediate parties, appear to be these: The city on its part grants to the railway company for the term of twenty years, the entire use and occupation of the subway for track locations, and for the construction and maintenance therein of the roadways and apparatus necessary for the operation of its railway. The company may also under certain limitations grant to third parties permission to place and maintain "wires, conduits for wires or pneumatic tubes" in the subway, and may receive compensation therefor; and it may besides, if the city can lawfully give such right, maintain on the subway platforms booths of suitable size for the sale of newspapers and periodicals. No other rights or privileges in the subway appear to be granted to the railway company.

The grantee on its part agrees to construct and maintain all the tracks and equipments necessary for railway operation; to keep the subway clean, dry, properly lighted and ventilated, and to provide and maintain the power, machinery and apparatus requisite for these purposes; to keep the stations and their approaches free from ice and snow; to maintain the subway in good order and repair, and to restore it in this condition at the termination of the contract; to assume the risk of all damages resulting to itself from structural or other defects in the subway, and to hold the city harmless from all damages to persons or property arising from its operation and use; and to do each and all of these things at its own sole cost and expense. The grantee further binds itself to pay to the grantor, as compensation for the use of the subway, a minimum annual sum of money equal to $4\frac{7}{8}$ per cent of its actual net cost; and in case a car toll, reckoned at five cents or more per car (according to length), should in any year amount in the aggregate to more

than such minimum sum, then to pay to the city such larger amount.

The effect of these stipulations appears to be that, except in the possible case of loss or damage arising from the "act of God, public enemies," or other specified cause external to the subway and beyond the grantee's control, the city will be subject to no cost or expense for the equipment, repair or maintenance of the subway, and to no liability attending its use and operation; so that the gross annual stipend will be available, without diminution, to pay the accruing interest on the subway loan, and to build up a sinking fund for its redemption at maturity.

2. Having so far considered the contract only in the light of a business contract between the owner and hirer of property, we may next inquire how far its provisions are intended and adapted to secure or guard the public interests.

The recitals of the instrument and its references to the subway acts clearly recognize the fact that the subway has been built for a public purpose, and is to be used by the grantee for a public service. One of its clauses specifically provides that the railway tracks, with the appointments and apparatus necessary for their "safe and convenient operation," shall be maintained "in first-class condition;" and that in all respects, including light and ventilation, the subway shall be completely equipped and furnished "for the convenient maintenance and operation of a railway therein, and for the safety and accommodation of the passengers upon said railway."

We should not have been satisfied, however, if the duties of the railway company with respect to the public service in the subway had been left by any implication to depend merely upon a construction of the standards or rules laid down in the contract; and the contract does not so leave them. Its final clause, placing in an unmistakable light the intent in this regard, expressly provides that the grantee company

shall, with respect to the railway and tracks located in the subway, and the equipment, use and operation thereof, and transportation thereon, have all the powers and privileges, and be subject to all the duties, liabilities, restrictions and provisions, set forth in the general laws which now are or hereafter may be in force relating to street railways and street railway companies, and in any other

laws or acts which are or may be applicable to the party of the second part [the railway company], so far as the same are not or may not be inconsistent with the grants herein specifically made.

With the provisions and regulations of public law thus made by explicit reference a part of the contract, we understand the effect of the whole instrument, so far as it bears upon the public interest, to be this: The grantee company is given an irrevocable right, for the term of twenty years, to the entire use and occupation of the subway for railway purposes. In that particular, and in that only, does the contract confer upon the grantee a peculiar or exceptional privilege. With respect, on the contrary, to "the railway and tracks located in the subway, and the equipment, use and operation thereof, and transportation thereon,"—and the terms could hardly be broader,—the grantee company will be as fully subject to public supervision and regulation, and to the provisions and requirements of all general and special laws now in force or hereafter enacted, as will this or any other like company be with respect to a railway or track located upon the surface of a public street. In all these particulars, the contract furnishes no exemption or shield. The grantee, like all such corporations, must here depend for the protection of its interests upon the wisdom and the justice of the law-making power.

Having thus indicated as fully as seems necessary for the present purpose, what the provisions of the contract, as affecting both the parties and the public, appear to be, it may be proper to note some of the objections that were offered to its approval by the Board.

(1.) It was objected that the Boston Transit Commission, in making the contract in question, had exceeded the powers conferred upon it by the subway acts; and it was claimed in particular that the commission had only the power to grant locations for tracks in the subway, and to fix by contract the terms, conditions, privileges and rates of compensation, which should attach to such locations and the use thereof. Such seems to have been the effect of the earlier act, St. 1894, c. 548, §35; but by an amending act, St. 1895, c. 440, §6, the commission is empowered to enter into contracts for "locations

for tracks *and other rights*" in the subway, on such terms and conditions, and containing such stipulations and provisions for the security of the city of Boston, the Commonwealth, and all other parties, including the contracting company, as to the commission shall seem just and reasonable. These are very broad powers, and we are unable to see that the commission has gone beyond them in the present case.

(2.) It was objected or suggested that the contract might have the effect to take away or impair the existing power of the board of aldermen to revoke locations of the grantee's surface tracks which connect with or feed the subway tracks, or its power to grant conflicting or competing locations. This would be if at all a purely legal effect of the contract, and not the result of any words found in it. The contract is entirely silent with respect to surface tracks, excepting those on Tremont and Boylston streets which the commission is authorized to remove; and in the clause relating to these tracks, the power to grant to other corporations locations for tracks in lieu of those removed, is clearly implied. The contract moreover takes special pains, as we have seen, to bring the subway tracks within the operation of the general street railway laws; and it would seem to be a violent construction of the contract to maintain that it was the intention to take the grantee's surface tracks out of the operation of those laws. It might be held in a court of equity that the city, as a party to the contract, could not do an act which had no other color than an intent to defeat the contract as regards the other party; but we find upon careful reflection no valid ground for the apprehension that the board of aldermen, acting as a public board upon considerations of the general public welfare,—and it is not to be presumed that it would act otherwise,—will be deprived by reason of the contract of any of the powers which it now possesses with respect to the locations of surface tracks in the streets of the city.

(3.) It was objected that the contract, by granting an exclusive possession of the subway, would practically give to the grantee a monopoly of the railway traffic in and through the heart of the city of Boston. It is true that the grant covers the "entire use and occupation" of the subway. What do these words as here used mean? We understand by them that the grantee will have the right, on its railway and by its agents

and employees, to conduct all the transportation in and through the subway ; but we do not understand that this entire use is to be in any sense an arbitrary use. If the contract gave the grantee the power to determine at its own pleasure in what manner it would conduct the subway transportation, — what accommodations it would furnish, what or whom it would carry, and on what terms, — it would be a fatal objection to the contract. On the contrary, as has been pointed out, the use and occupation for railway purposes will be subject to all such wholesome and reasonable regulations and restrictions as the laws of the Commonwealth may from time to time prescribe. We fail to find here the distinguishing features of a monopoly.

We might, on the other hand, have seen cause for hesitation if the contract had proposed to overturn an established policy, to set aside an approved system, to introduce new and untried methods, or to restore abandoned methods, in the railway service of the city. It is too late, at least for this Board, to debate the question whether the people of Boston and its vicinity are likely to be better served by two or three or half a dozen street railway companies operating independently through the congested districts of the city, or by one railway system. This question has been settled by higher authority than ours, and by authority which we are bound to respect. The company described in the contract as “the party of the second part” is the sole successor, by merger of franchise and property, of some thirty street railway corporations, which from time to time during the last forty years have undertaken, independently or in competition, to serve the metropolitan district now served by the lines of that company. This unification of the railway system of the city has been sanctioned step by step by scores of legislative acts which crowd the pages of our statute books. Whether or not the present is practically the better system, — and we do not mean to intimate a doubt on this point, — it is stamped with the approval of the Legislature and expresses the public policy as declared by law. The able commission which in its capacity as a public board framed the contract in behalf of the city, did not originate this system. They took it as they found it. Without returning to methods that have been tried and abandoned, or hazarding the delays and uncertainties of experiment or possible future change of conditions, they

apparently sought to give to the public the earliest and fullest realization of the benefits of the subway which the existing conditions indicate and permit. We cannot think that they were not justified or that they acted unwisely in so doing.

We should be unwilling to sanction any measure which should have the effect to prevent or retard improvements in the standards or methods of the existing railway service. We recognize the fact that many advances, as regards motive power and the various appliances for railway transportation, are likely to occur in the course of the next twenty years. The contract in question will not, in our judgment, stand in the way of the adoption of any such improvement, either by the voluntary action of the grantee company or under the regulation of law. Even if it should be determined to establish some system of public ownership or control, the constitutional right of eminent domain could still be invoked.

(4.) The most serious question raised with respect to the contract, was the length of its term. We have felt the force of the general considerations of public policy which bear upon this point. The action of the Legislature in reducing the limit from fifty to twenty years, was in our judgment wise; and if the term of the contract could have been still further reduced, and its other features saved, we should the more readily have given it our approval. This, however, appeared to be impracticable.

The framing of the contract presented to the parties novel and difficult questions. Interests of large but undetermined value were to be disposed of on the one side, and new and onerous burdens were to be assumed on the other. The negotiators, acting under heavy responsibilities to those whom they respectively represented, were fortunately competent to deal with a subject of this magnitude in a large-minded way. Although there were no competitors for the subway, there can be no doubt that all was demanded on the one side which could reasonably be demanded, and that all was conceded by the other side which could reasonably be conceded. Where something is asked, something must be given. The period of enjoyment had to be weighed against the expenditures to be incurred and the risks to be assumed. The more we have examined the contract, drawn with admirable skill and pre-

cision, and the evident result of painstaking negotiation, the more we have been impressed with the conviction that it was made upon fair mutual considerations, and in good faith towards the public. It not only successfully solves, so far as can be foreseen, the problem of the financial success of the subway scheme, but it appears to utilize this public work in a practicable and judicious manner with a view to the promotion of rapid transit and the speedy relief of the now overtasked avenues of public travel.*

GRADE CROSSINGS WITH RAILROADS.

Since the electric car began to take the place of the horse car, attention has been called from time to time to the greater risk of casualty at grade crossings of railways with railroads. We have felt more strongly the difficulties as well as the responsibilities of dealing with this matter since the passage of the Act of 1895, chapter 426, which requires the consent either of this Board or of a special commission to the creation of new crossings of this kind. So far, all of the applications for such consent have been made to this Board. We regard it as our duty to carry out the policy intended by the Legislature, and it is largely in this view that we again call attention to the subject.

The Broad Cove Collision.

On the 16th of December last, a New York, New Haven & Hartford passenger train collided with an electric car of the Dighton, Somerset & Swansea street railway at the Broad Cove crossing, so called, in the town of Somerset. The electric car was demolished and the train derailed. Fortunately no person was fatally injured, so that we were not required to investigate the causes of the accident. The case appeared, however, to present in such a new and somewhat startling aspect the perils of these crossings, more especially as involving the safety of railroad travel, that we felt it our duty to make a special investigation, not so much to fix the responsi-

* A copy of the Subway Contract, and of the order of the Board approving it, will be found in the Appendix.

bility or blame, if any, as to find out the lesson which the disaster might teach.*

The accident happened about 8.30 A.M. There was at the time a thick, driving snowstorm, with a strong northeast wind. The colliding train consisted of engine and tender, combination car and two coaches. The train usually ran from Fall River to Taunton without stopping. This morning it was delayed after leaving Fall River by signal stops and by a late way train ahead of it, so that it was about seventeen or eighteen minutes behind time, and was proceeding at the rate of only fifteen to twenty miles an hour as it approached the Broad Cove crossing. It was running on the east or northbound track, in the face of the wind and storm. The engineer had blown the whistle for the crossing, and the fireman was ringing the bell. The front window of the cab was clouded with snow, so that the engineer could not see through it, and he was looking ahead out of the east or right-hand window. He did not and could not see the electric car, which was crossing from the opposite or west side of the railroad, until it shot into view directly in front of him, too late to stop or even check his train, though he took the usual means to do so.

The electric car had made the stop required by law at a distance of ten to fifteen feet from the west or southbound main track. As the car came to a stop, the conductor got off the rear platform on the south or right-hand side of the car, that is, on the side towards the approaching train, went forward half running to the middle of the west or southbound track, looked quickly up and down the railroad, did not see or hear the train, and beckoned the motorman to come on. The conductor then stepped back a few feet, and got on the rear platform of the car, on the same side, as it passed him. He had hardly got on, however, before he saw the train approaching close at hand, and jumped to the ground, but gave no warning to the motorman.

The flagman stationed at the crossing had in the meantime

* The examination of the witnesses, some twenty in number, was made December 31. The testimony of the motorman, who had not sufficiently recovered from his injuries to attend at that time, was taken a week later, when the electric car conductor was also further examined.

been standing in or near the door of his cabin, looking down the railroad and watching for the train. His cabin is at the northwest angle of the crossing, so that the electric car passed between him and the train. The front end of the car had got a little more than half way across the tracks, when the flagman saw the train coming, and shouted to the motorman to hurry up. The motorman put on more power, and on receiving a second and more emphatic warning from the flagman, turned on the full power; but it was of no avail.

The locomotive struck the side of the electric car a little back of the middle, and literally tore it to pieces, carrying the fragments along with it or scattering them along the track. The locomotive and tender were derailed and capsized into the ditch. The combination car was also partially derailed and canted over. The two coaches remained on the track. The train moved just its length after striking the car. The derailment of the locomotive was probably caused by the trucks or motors of the electric car getting under its wheels, as portions of the former were found near where the locomotive was overturned. The demolished car was 33 or 34 feet long, including platforms, and was said to weigh from eight to ten tons.

No one on the railroad train was seriously hurt, probably owing in large measure to its low speed. There happened to be no passengers on the electric car. Two employees of the company, besides the motorman and conductor, were riding on the car before the accident. One of them was on the rear platform, and jumped off immediately after the conductor. The other was inside the car at the rear end. He was looking out of the window on the side towards the train, and seeing it coming had barely time to escape. The motorman was the only person on the car when it was struck. He afterwards found himself on the ground, on the slope of the railroad embankment, with a rib crushed and otherwise severely battered, but he apparently received no permanent injury. How he came there, or how he escaped so easily, he cannot tell.

The Broad Cove crossing is not a blind or what is known as a "dangerous" crossing, but quite the reverse. It is a level crossing, and in clear weather an approaching train can be seen for a distance of half or three-quarters of a mile in either direction. The railroad train was proceeding carefully and at

reduced speed, and all the warnings and precautions required by law or rule appear to have been observed. The flagman might have cautioned the carmen with regard to the overdue train, but we do not think it was strictly his duty to do so. He did not know when the train would arrive, and had no right to flag the crossing or to hinder the passage of the car, until he had evidence that it was approaching. Electric carmen, moreover, appear ordinarily to pay no attention to a flagman or gateman, unless the flag is out or the gates closed. The conductor goes ahead and makes his own observation of the railroad, and the motorman obeys his direction. The advice of the flagman is not as a rule sought, and if volunteered might probably be treated as superfluous if not meddlesome. In the present case, the car conductor, as is usual, made his own investigation of the safety of the crossing, and ordered the car to proceed. He had as good an opportunity to know if a train was approaching as the flagman; and perhaps the most mysterious circumstance connected with the accident is the fact that the conductor, who was a young man of 22, did not discover the approach of the train so soon as the flagman, who was nearly three times as old and farther away.

Nor can it be said that the law and rules were not obeyed in the handling of the electric car. The only statutory requirement, made years ago in the day of the horse car, is that the car be brought to a stop within one hundred feet of the crossing. This was done. There is no law, as quite generally supposed, which requires the conductor to go ahead upon the railroad, and the motorman to wait for his signal. This is only a rule of the railway companies; and, though intended as an additional safeguard, it may sometimes have the effect, in the case of a protected crossing, to shift or divide the responsibility as between the flagman or gate tender and the conductor of the car, and perhaps to make each less careful for the safety of the car. In the present case, at least, it added nothing to the security. The car was stopped as short a time as was possible under the rule. The conductor hurried forward, made a hasty observation, and beckoned the car ahead; and if he was negligent, he had, as the conductor from his position outside the car in such case always has, the first and best chance to escape the consequences.

The peculiar circumstance was the condition of the weather. The air was so thick with snow that the train could not be seen many hundred feet away, and the wind, blowing towards the train, drove the sound back so that the whistle and bell and noise of the train could not be, or appear not to have been, heard at the crossing. The conditions in this respect were, however, by no means exceptional. The same conditions prevailed that morning at most or all of the 218 other grade crossings of the same kind in this State,* many of them more blind and dangerous than this one. The same or similar conditions of obscurity from storm or fog or darkness occur not infrequently; and the chances of carelessness, neglect of precautions, derangement of appliances, and other miscarriage or mishap, are always present.

That under existing conditions some serious disaster will occur, is greatly to be feared, and is indeed as morally certain as any future event dependent on chances can be. If, in the present case, the electric car had been filled with passengers, or if the railroad train had been running at express speed, the result would surely in the one case, and probably in the other, have been sufficiently tragic to arouse the public to a sense of the dangers involved and to the instant need of further provision for safety. If, moreover, a commission, specially charged with a care for the public safety in railroad and railway transportation, had expressly sanctioned the crossing on the ground, which is constantly urged, that it presented no unusual dangers, as this crossing does not, the commission would justly have been held to a full share of the responsibility for the disaster.

The facts of the collision at the Broad Cove crossing justify, as we think, two inferences:—

First. The dangers at the grade crossings of electric railways with railroads are in reality more than have been taken into account. It has been commonly assumed that the railroad train, with its ponderous locomotive, would brush aside the electric car without seriously endangering its own passengers, as it usually does other highway vehicles; and it has some-

* By the returns of the companies, there are 219 grade crossings of railways with railroads in Massachusetts, at which 439 railroad tracks are crossed by 276 railway tracks. The number of such crossings has nearly doubled in the last five years.

times been intimated that if the railway was willing to take the risk, the railroad had little occasion to concern itself. The life of the railroad passenger is of no more value than that of the railway passenger; but it is clearly shown by the recent case that both are likely to be involved in the same catastrophe.

Second. It is apparent that the risks at such crossings are too great, and the present provision for the security of life too small, as regards both the railway and the railroad.

Several remedies may be suggested. (1.) The plainest remedy is the separation of the grades of the railroad and highway. There is now sufficient provision of law for doing this, except that the railway company has no power to initiate proceedings. Such power may properly be given, the railway company bearing a fair proportion of the cost.

(2.) Where the abolition of the highway grade crossing is for any reason impracticable, the route of the electric railway may often be deflected so as to pass over or under the railroad, outside the limits of the highway. The objection is frequently encountered that the railway company can acquire land for this purpose only by purchase, and if at all, only at the owner's price. The right to take land in such case, under regulations and limitations similar, perhaps, to those which now apply in case of land required for improving the alignment of a railroad, might well be given to the railway company. Such legislation seems to us highly desirable. This remedy would not infrequently remove the prime necessity for abolishing the highway grade crossing.

(3.) Some audible signal operated by the railroad train, such that it begins to ring when the train is 1,500 or 2,000 feet away, and continues to ring until the train has passed the crossing, might in many cases afford protection to the crossing. It is assumed that in the present stage of electrical development some automatic signal of this kind may be found which can be depended on to work reliably.

(4.) The more effectual and sure method of protecting the crossing would be by an interlocking apparatus, similar in principle to that in use at grade crossings of railroads with each other. As applied to the crossing of a railroad with an electric railway, the former should doubtless have as a rule the right of way, with derails, if any, only on the latter. This

system of protection is required in the State of Ohio as regards all new crossings, and may be prescribed as regards all crossings; and we are informed that the law of Illinois is similar. One section of the Ohio statute, which was passed April 27, 1896, provides that

In case one railroad company, or an electric railroad company, shall hereafter seek to cross at grade with its track or tracks the track or tracks of another railroad, the railroad company, or the electric railroad company, seeking to cross at grade shall be compelled to interlock such crossing to the satisfaction of the said commissioner [of railroads and telegraphs], and to pay all cost of such appliances, together with the expense of putting them in and the future maintenance and operation thereof: *provided*, this act shall not apply to crossings of side tracks only.

Another section provides that engines, trains or electric cars shall not be required to stop at a crossing so protected.

STREET RAILWAY INSPECTION.

An act passed in 1894 (chapter 535) provided "for the appointment of Steam Railroad Inspectors," and defined their powers and duties. Three inspectors were appointed under this act, and, as stated in previous reports, their work has proved to be helpful and highly useful in many ways. The Board recommends that their duties be extended so as to include street railways. As regards crossings, equipments, investigation of accidents, attendance at inquests, and otherwise, the reasons are in general the same, and the same good results are to be expected. It would not be necessary to increase the number of inspectors, since their duties would be confined to the same localities and cover the same general routes of travel. Some modification in the detail of their duties with respect to railroads, as now defined, may also be thought desirable.

Respectfully submitted,

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JANUARY 1, 1897.

The Board is again obliged to record the death of one of its members. WILLIAM J. DALE, JR., having been taken ill while on a tour of duty, died at the Springfield Hospital on November 5, 1896. He was first appointed to fill the vacancy caused by the death of Hon. Edward W. Kinsley, in January, 1892, and had been twice re-appointed, serving with fidelity till his decease. His associates, in token of their sorrow and respect for his memory, caused the following minute to be entered on the records of the Board :

The surviving members of the Board desire to place on record their sense of loss in the death of their late associate, WILLIAM J. DALE, JR., which occurred at Springfield on the fifth day of November, 1896, and to express their appreciation of his estimable character and conscientious devotion to the duties of his office, and his genial disposition, which made their intercourse with him a pleasure. All who have been associated with him in the office feel that his decease is a personal loss, and all unite in tendering to the father and widow of the deceased sincere sympathy in their bereavement.

COMMISSIONERS' REPORT.

Part 3.

APPENDIX.

[A.]

SPECIAL REPORTS ON RAILROAD MATTERS.

RAILROAD ACCIDENTS.

TRAIN ACCIDENT ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD, AT PARK SQUARE STATION, BOSTON, MAY 7, 1896.

The train involved in this accident was the regular express passenger train which leaves New York at 1.02 P.M. and is due in Boston at 7.30 P.M. It had arrived on time, and the head of the train was just entering or about to enter the train house of the Park Square station, at a reduced and proper rate of speed, when the accident occurred.

The train consisted of engine with tender and five cars in the following order: Baggage car, smoking car, two ordinary passenger coaches (Nos. 654 and 562) and parlor car in the rear. As the result of the accident, the smoking car and the two passenger coaches were wholly or partially derailed, and the smoking car was capsized, crushing or otherwise fatally injuring two passengers, one or both of whom appear to have fallen or been thrown through the windows and caught beneath the under side of the car as it tipped over. Other passengers in this car were more or less severely shaken up and bruised. With these exceptions, all other persons on the train escaped unhurt.

The cause of this singular and apparently mysterious accident is the question now to be solved. It is first necessary to describe as clearly as we may without the aid of a plan, the position of the tracks, switches, etc., which had to do with the disaster.

The three main tracks which lead to the Park Square station, after passing northerly under the Berkeley Street bridge, are subdivided by means of switches into six tracks that enter the train house, numbered from *one* to *six*. Track No. 1 is the most easterly of these tracks, and is the direct extension of the main inbound track as it passes under the bridge. The train in question was to enter the train house by this No. 1 track; and the signals and switches, as the train approached the bridge, were properly set for it to do so.

Outside the train house on its east or Columbus Avenue side, and running through the yard parallel with track No. 1, there is a track which is used for the loading and unloading of express cars, as well as for shifting purposes, and which is called the "express" track. This track and track No. 1, which are about 19 feet apart between centres, are connected in the yard by a crossover. The switch for this crossover in track No. 1, known as switch "A", is located under the Berkeley Street bridge, some 400 feet, or about the length of the train, southerly from the entrance to the train house. It is a split switch, so called, and of course a facing switch for trains approaching the station. The whole case, as it will appear, turns upon the action or handling of switch "A" at the time of the disaster.

The stand for this switch is located just north of the bridge, on the west side of the outbound main track, and about 40 feet from the switch itself. Close beside it, in a row parallel with the main tracks, are three other switch-stands. One of these operates the switch that leads westerly from track No. 1 to tracks Nos. 2 and 3, which is located 26 feet north of switch "A", and the other two operate switches in the outbound main track. These four switch-stands, which are of the Ramapo pattern, are tended by a single switchman. Just north of these stands, and under the same shed, are the four levers which operate the signals on either side of the bridge. These signals and switches are not interlocked; and the switches have no "detector bars" to prevent their being thrown while trains are passing over them.

As before stated, the signals and switches, including switch "A", were properly set for the approaching train to enter the train house by track No. 1; and it proceeded in regular course to do so. The engine and tender, the baggage car, and in all probability also the smoking car and the forward truck of coach 654, passed by switch "A" (as they should have done) on track No. 1. The hind truck of that coach and the forward truck of coach 562, on the contrary, instead of continuing on track No. 1, took the switch and shifted on to the crossover for the express track. Changing back again, the hind truck of the latter coach and the parlor car in turn ran by the switch once more on track No. 1.

After the accident, the engine and tender and the baggage car, at one end of the train, and the parlor car, at the other end, were found on the rails of track No. 1. The hind truck of coach 654 and the forward truck of coach 562 were found on the rails of the crossover, having nearly reached the express track. The rest of the train was on the ground between the two tracks. The smoking car lay on its side in a position such as to indicate that its forward truck was still

on the rails of track No. 1 when it was overturned. The derailment of the hind truck of this car, — which appears not to have occurred until shortly before the car began to tip over, — and the derailment of the forward truck of coach 654 next behind, as also that of the hind truck of the second coach 562, were evidently the result of the crosswise pull of the two coaches, whose other trucks were running on the diverging crossover track. This also accounts for the overturn of the smoking car towards the express track, — which appears not to have been sudden, but gradual, as the strain in that direction from the coach behind increased with the divergence of the tracks. The breaking of the air hose between these two cars, as the former capsized, set the brakes and brought the train to a quick stop, the engine having got just within the train house and the baggage car about half way in.

Switch "A", upon examination shortly after the accident, was found set for track No. 1, and in good order. It bore no marks of forcible disarrangement or abrasion by the passing train. The flanges of the car wheels were also carefully inspected. No physical defect in the construction or condition of the switch, tracks, roadbed or rolling stock was then or has been since discovered, which is sufficient to explain the disaster; and no credible theory, which leaves human agency out of the account, has any one been able to suggest.

The facts admit of but one explanation. The switch in question was by some means thrown, and then thrown back again, while the train was passing over it. In no other conceivable way could the two ends of the train have been found on track No. 1, and the middle of the train on the crossover to the express track, with the other results which have been noted.

The shifting of the switch may be accounted for in one of two ways. In case the switch had not been fully thrown and the handle pushed down into its proper position in advance of the train, it is possible, though extremely improbable, that some of the cars might have taken the one track and some the other, alternating as they did, and still have left no trace or mark upon the switch. In that case, the responsibility for the accident would rest upon the switchman by reason of his negligence in not properly setting the switch. We are unable, however, to believe that the accident happened in this way.

The explanation which is best supported, if not demanded, by all the facts and probabilities of the case, is that the switchman prematurely, or mistaking the switch handle for another which he might then have occasion to use, threw the switch for the express track, and then, quickly realizing his error, threw it back again, while the train was passing over it. The fact that only the hind truck of the

first coach and the forward truck of the second coach appear to have taken the switch for the express track, would indicate that the switch was thus thrown midway of the former car, and thrown back midway of the latter. This could easily be done with the rate of speed at which the train was then moving.

The switchman denies either negligence or error on his part. There is no other direct testimony either to contradict or corroborate his version of what he did and did not do. The probability of the explanation which we have felt obliged under all the circumstances to adopt, is heightened by the fact that a switching engine was at the time standing on the express track, waiting for the train in question to enter the train house, after which it was required immediately to cross over through switch "A" in order to back up behind the train on track No. 1, and to draw out the empty cars. The change of switch which the switchman was next required to make, was therefore precisely the one that, if inadvertently made a little too soon, would have produced just the accident which occurred.

While it is impossible to demonstrate by positive evidence or with absolute certainty the cause of the accident, we can see no way in which it could have occurred except through the fault or mistake of the switchman, as above indicated.

No blame attaches in any manner to those in charge of the train, nor, so far as has appeared, to any other person having the care of switches or tracks. The engine and cars were in all respects properly equipped. We must, however, call attention to the fact that the accident probably could not have happened, certainly not in the way it did, if the switch in question had been provided with a detector bar, making it impossible to throw the switch under a passing train.

JOHN E. SANFORD,
WILLIAM J. DALE, JR.,
GEORGE W. BISHOP,
Commissioners.

JUNE 8, 1896.

RAILROAD PASSENGER FARES.

PETITION OF CITIZENS OF WELLESLEY FOR ADJUSTMENT OF PASSENGER FARES ON THE BOSTON & ALBANY RAILROAD BETWEEN WELLESLEY AND BOSTON.

Hearings, after due notice, March 4 and 11, 1896. Horace G. Allen, Esq., counsel for petitioners; Samuel Hoar, Esq., for Boston & Albany Railroad Company.

In November, 1894, on the petition of the selectmen of Wellesley, the Board recommended that "all of the Wellesley stations be included in the *suburban* ticket and rate system of the Boston & Albany Railroad Company." (See 26th Annual Report, January, 1895, p. 130.)

This recommendation called for a change in the kinds of tickets sold, and in the rates of fare charged, between the Wellesley stations and Boston. The change in tickets, consisting in the substitution of 50 and 100-ride tickets for season tickets, has been made; and no further change in the forms of tickets furnished is now asked.

As regards the rates of fare, it was contemplated in the recommendation of the Board that the Wellesley stations should have the benefit of "suburban" rates in lieu of the higher rates charged to stations outside the suburban limit. Just what these rates should be, or how they should be scaled, was not discussed at the former hearings or definitely considered by the Board; and no specific recommendation in this regard was intended to be made. In point of fact, the prices for single and 10-ride tickets have been reduced about 10 or 12 per cent; and no further reduction on these tickets is now sought. The present complaint is that the prices of 50 and 100-ride tickets, as fixed for the Wellesley stations, are excessive as compared with those for some of the intermediate suburban stations, and are unreasonably high.

The Wellesley stations are distant 13, 14 and 15 miles, respectively, from Boston. Before these stations were taken into the suburban limit, the most remote stations within that limit were the *Newton Lower Falls* and *Woodland* stations, each 12 miles from Boston. The rate on 100-ride tickets to and from these stations is about .92 of a cent per mile covered by the ticket. The rate for the *Riverside* station, 11 miles from Boston, is .95 of a cent. The latter

has been adopted as the rate for the Wellesley stations. We think the former rate should have been adopted rather than the latter. Under the suburban ticket system, the longer distance has the lower rate. The Wellesley stations, being the most remote, should have had the benefit of the lowest established rate.

The petitioners claim more than this. They urge that the lowest then existing rate should have been still further scaled down for the Wellesley stations, in the ratio of their greater distance from Boston. If the Wellesley stations had been originally included in the suburban limit, the rates per mile for all the stations within that limit properly might, and probably would, have been scaled approximately according to distance, the remotest station having the minimum rate. What, in that case, would have been a reasonable minimum rate for the remotest station? The original limit of the suburban district was the Charles River, and the minimum rate within that limit, as before stated, was fixed at about .92 of a cent per mile. We do not think this would have been an unreasonable minimum rate, if the suburban limit had then included the Wellesley stations. It is shown in a table on page 128 of the Annual Report above referred to, that the average suburban rate per mile on 100-ride tickets, on the railroads terminating in Boston, for distances of 10 or 12 miles, is one cent; and for distances of 20 miles, is one cent and four mills. The Boston & Albany rate appears to be below the average, and no instance of a lower 100-ride ticket rate for similar distances was cited at the hearings.

Under existing circumstances, we recommend that the rates per mile on 50 and 100-ride tickets be the same for the Wellesley stations as for the Newton Lower Falls and Woodland stations. This, as we figure, would make the prices of these tickets as follows:—

BETWEEN BOSTON AND	50-Ride Ticket.	100-Ride Ticket.
Wellesley Farms,	\$6 00	\$11 95
Wellesley Hills,	6 45	12 85
Wellesley,	6 90	13 75

JOHN E. SANFORD,
WILLIAM J. DALE, JR.,
GEORGE W. BISHOP,
Commissioners.

MARCH 30, 1896.

RAILROAD TRAIN SERVICE.

PETITION FOR RESTORATION OF MIDDAY TRAINS BETWEEN NORTHAMPTON AND SHELBURNE FALLS ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

Public hearing, July 7, 1896. The petitioners, who are voters and business men of Conway and Shelburne Falls, were represented by some of their number, and the railroad company by Mr. C. H. Platt, general superintendent of the New Haven System.

The line which connects Northampton and Shelburne Falls, *via* Conway, was built by the New Haven and Northampton Company as an extension of its road, in 1880. This company leased its road, including the extension, to the New York, New Haven & Hartford Railroad Company in 1887. Up to the date of the lease, three regular passenger trains had been run daily each way between Northampton and Shelburne Falls; and the lessee continued this service until about six months ago, when the midday passenger trains were taken off. This is a serious loss of accommodation, especially to the people of Conway, who feel the more aggrieved in view of the fact that they have but recently built an electric street railway, five miles or more in length, connecting the centre of the town with the railroad station. This railway carries freight as well as passengers, and now serves as a feeder to the railroad of substantially all the traffic of the town of Conway, and also of the adjoining town of Ashfield with its considerable summer population.

It is assigned as the reason for the discontinuance of the trains, that the passenger traffic is unremunerative. It does not appear, however, that it is less remunerative than when the lease was taken or that the conditions have otherwise changed, at least for the worse.

It is provided in the Public Statutes, chapter 112, section 220, that when one railroad corporation leases the road of another, "the facilities for travel and business on either of the roads of the said corporations shall not be diminished." It must be supposed that the lessee in this case knew the character of the traffic on the road which it was about to lease, and that it intended not only to secure the advantages which the lease might afford, but to assume the burden, which the statute imposes, of maintaining at least as good a service as the public was then enjoying. The lessee in fact recognized and

performed this duty for some eight or nine years after the lease took effect. We can see no valid reason or excuse why it should not continue to do so. We must therefore advise that the midday trains be restored.

JOHN E. SANFORD,
WILLIAM J. DALE, JR.,
GEORGE W. BISHOP,
Commissioners.

JULY 20, 1896.

WORKINGMEN'S TRAINS TO AND FROM BROCKTON.

The petitioners in this case are about twenty of the employers, and several hundred of the employees, in the manufacturing establishments, chiefly the boot and shoe factories, of Brockton.

For some twelve years up to June last, the Old Colony Railroad Company and its lessee, the New York, New Haven & Hartford, had run a morning train to Brockton and an evening train from Brockton for the special accommodation of persons working in that city and living in the outlying towns. In order to suit the factory hours, the trains were timed to arrive at the Brockton stations shortly before 7 A.M. and to leave about 5.30 P.M. Tickets covering 12 rides, or six round trips,—the ordinary week's travel of a workingman,—were also sold at extraordinarily low rates. Hundreds of daily workers in Brockton have been thus enabled to establish their homes at distances ranging from four or five to more than twenty miles away; and the practical discontinuance of the trains in question by the radical change of running time in the last summer's and the present schedule, has been a serious inconvenience to them and to the manufacturers by whom they are employed.

Without reciting in detail the facts and reasons which have been presented at the several public hearings and in repeated conferences with the parties, we are satisfied that the train service in question should be restored, at least experimentally. The main issue of fact is the amount of patronage which the trains have had in the past, and would probably have in the future. The evidence now before the Board indicates quite clearly that this special traffic is sufficient to warrant and require the running of the trains upon the former schedule time. If the results of a fair trial for three or six months should tend to a different conclusion, the Board will then, if desired, reconsider the case.

We cannot advise, however, that it is the reasonable or lawful duty of the railroad company to carry passengers on these trains at rates materially lower than those ordinarily charged on the railroads of this

State for every-day or season-ticket travel of the same character. We accordingly recommend that the rates or prices for 12-ride tickets be (not to exceed) those shown in the following schedule, which is based on the season-ticket rates for one or three months between the same stations. The distances and cost per ride between the several stations are also given in the table.

Prices of 12-Ride Tickets to and from Brockton Stations.

STATIONS.	CANPELLO.			BROCKTON.			MONTELLO.		
	Dis- tance.	Price of Ticket.	Cost per Ride.	Dis- tance.	Price of Ticket.	Cost per Ride.	Dis- tance.	Price of Ticket.	Cost per Ride.
	Miles.			Miles.			Miles.		
Elmwood, . .	4.2	\$0.80	\$0.067	5.6	\$0.90	\$0.075	7.2	\$1.05	\$0.087
East Bridgewater,	5.3	0.90	.075	6.7	1.05	.087	8.3	1.10	.092
Washington Street,	8.5	1.05	.097	9.9	1.10	.092	11.5	1.20	.100
Whitman, . .	9.3	1.10	.092	10.7	1.20	.100	12.3	1.30	.108
Abington, . .	11.3	1.25	.104	12.7	1.35	.112	14.3	1.40	.117
North Abington, .	12.7	1.35	.112	14.1	1.45	.121	15.7	1.50	.125
Rockland, . .	14.2	1.50	.125	15.6	1.55	.137	17.2	1.70	.142
South Weymouth,	15.6	1.65	.137	17.0	1.80	.150	18.6	1.85	.154
West Hanover, .	16.0	1.65	.137	17.4	1.80	.150	19.0	1.85	.154
South Hanover, .	18.3	1.85	.154	19.7	1.95	.162	21.3	2.00	.167
Hanover, . .	20.5	2.00	.167	21.9	2.10	.175	23.5	2.15	.179

We recommend that the trains be restored in other respects as they were before, — that is to say, that they be run by the same routes, arriving at the Montello station from five to fifteen minutes before 7 A.M., and leaving that station as nearly as may be to 5.30 P.M.; and that the 12-ride tickets be sold in the same form, and with the same conditions as to their use, as heretofore.

JOHN E. SANFORD,
WILLIAM J. DALE, JR.,
GEORGE W. BISHOP,
Commissioners.

OCTOBER 5, 1896.

**PETITIONS FOR FASTER MORNING AND EVENING TRAINS BETWEEN THE
CANTON JUNCTION AND SHARON STATIONS AND BOSTON.**

These petitions, signed respectively by 63 residents of Canton who are accustomed to use the *Canton Junction* station, and by 40 residents of Sharon, have been heard and considered together.

The stations in question are on the main line of the Boston & Providence Railroad, now operated by the New York, New Haven & Hartford as the sub-lessee of the Old Colony. The extensive work of track elevation which is in progress on a section of this road near its Boston terminus needs no description here. Pending this work, the capacity of the road for the movement of trains is seriously impaired at a point where the pressure of traffic is the greatest; and it has been found necessary for the time being to make material changes in the train service, the effect of which has been more or less sensibly felt on all the lines which enter Boston by this route.

In the cases now in hand, the complaint is not that the amount of service has been curtailed, but that certain trains which formerly made few if any stops between the Canton Junction or Sharon station and Boston, have been changed into local or way trains, and that the service is thereby rendered less expeditious and satisfactory. Such appears to be the fact.

As a measure of partial or temporary relief, it has been proposed that a train which runs from Easton via the Stoughton Branch to the Park Square station in Boston, and which makes only one stop after leaving the Canton station, should be stopped at the Canton Junction station, and should there also be made to connect with the local train via Sharon, taking on such Sharon passengers as might wish to change to the quicker train. When this plan was first suggested we were disposed to regard it with favor, and it was tried for several months during the last season; but the patrons of the train concerned had not then been heard by the Board. Over 300 residents of Easton, Stoughton and Canton now warmly remonstrate against this arrangement, as not only involving an additional stop of their train, but as exposing them to the more serious delays which are incident to the making of connections with a local train; of which annoyances they had (as they allege) an unpleasant experience while the plan was in effect. It appears, moreover, that this is the only quick train between the towns of Easton and Stoughton and the city of Boston, the express service which these towns formerly enjoyed over the Old Colony line, to and from the Kneeland Street station, having been discontinued when this station was made the passenger terminus

also of the New England road. The plan is also open to objection from the standpoint of safe railroad operation. In view of these facts, and taking into account the greater convenience of the greater number, we have reluctantly come to the conclusion that we cannot recommend the re-adoption of this plan, which for the reasons stated was abandoned when the winter schedule went into effect.

If the reduction or withdrawal of express service of which the petitioners complain had been made arbitrarily, or were intended to be permanent, we should unhesitatingly condemn it. The deprivation or diminution of railroad facilities which have been long enjoyed by a community, which have been the means of building it up, and which are essential to its continued growth, is a serious matter. Under ordinary circumstances such action is to be resisted as against law and public policy, and is to be tolerated only under the pressure of special and unavoidable emergency.

At the present time, the railroad company has the use for regular traffic of but two of its main tracks over the section of road in process of elevation. Upon the completion of the work, it will have the use of four main tracks. The petitioners and the Board have the assurance of the managers of the company that the facilities of travel which the people of Canton and Sharon have hitherto enjoyed, will then be again made good to them. Upon this assurance they have reason to rely, and will have a right hereafter to insist.

After a careful study of the conditions which now exist, and with a strong desire to discover some method of relief in the cases now before us, we are satisfied that the inconveniences which the petitioners are suffering, and which are shared in a greater or less degree by other travellers on the road, are not justly chargeable to a wilful refusal or neglect on the part of the railroad company to furnish the best facilities which are reasonably within its power. It has maintained its train service over this line under great physical difficulties, and, considering the straitened and disordered condition of its roadway, with as little of interruption and annoyance to travel as it was fair to expect. Some temporary loss of expedition and comfort of travel is unavoidable. This must be endured with the greater patience in the prospect of a better service upon the completion of the work of improvement now in process of vigorous execution.

JOHN E. SANFORD,
GEORGE W. BISHOP,
Commissioners.

DECEMBER 5, 1896.

[B.]

SPECIAL REPORTS ON STREET RAILWAY
MATTERS.

REVISION OF FARES.

PETITION FOR REVISION OF STREET RAILWAY FARES BETWEEN LEOM-
INSTER AND FITCHBURG.

Hearings, October 1 and 20, 1896. C. E. Tupper, Esq., for petitioners; Charles F. Baker, Esq., for Fitchburg and Leominster Street Railway Company.

The petition in this case is signed by nearly 900 citizens of Leominster and Fitchburg, who ask a reduction of the street railway fare between Monument Square in Leominster and the American House in Fitchburg, from ten to five cents. The distance is four and three-fourths miles.

As now fixed, the passenger who pays a ten-cent fare between the points named, receives, if he so requests, a free transfer check which entitles him to a further ride upon other cars and routes; but if he does not desire such transfer, he is still required to pay the full fare of ten cents. It is the latter rate which is objected to.

Examples may be found, upon other railways, both of ten-cent fares for distances of five miles and less, and of five-cent fares for distances of five miles and more — the variance usually depending on the character of the route and the volume of traffic. For a distance of only four and three-fourths miles between two large and busy municipalities, both rapidly growing in population and enterprise, closely identified in their social and business relations and interests, and affording a steady and increasing volume of inter-town or suburban travel, a ten-cent fare must be regarded as relatively high; and we are of the opinion that there should be some reduction of the fare between the points in question when no transfer to another route is asked.

We are hardly prepared, however, to recommend a square reduction of the fare, all at once, to five cents. The railway appears to be honestly and prudently managed, and to be rendering a good and satisfactory public service. There should be, we think, a fair and reasonable concession now made, by the sale of package tickets at a lower rate per ride, or otherwise, to the regular patrons of the railway. There can be little doubt that a more favorable rate would have the effect to increase the travel and to build up the population along the line.

With this recommendation we leave the matter here to the good judgment of the officers of the company, reserving to the petitioners the right to be heard again, if there should seem to be just occasion.

JOHN E. SANFORD,
GEORGE W. BISHOP,
Commissioners.

NOVEMBER 10, 1896.

STREET RAILWAY CAR SERVICE.

PETITIONS FOR NIGHT CAR SERVICE ON THE WEST END STREET
RAILWAY TO AND FROM EAST BOSTON.

In the matter of the petitions of a special committee of the Common Council of the city of Boston, and of citizens of East Boston, for an hourly night car service, and for other additional accommodations, to be furnished by the West End Street Railway Company on certain routes to, from and in said East Boston, —

After notice and public hearings on April 2, 9 and 23, 1896, at which said petitioners appeared in person and by Joseph H. Barnes, Jr., Esq., as counsel, and the respondent company by Prentiss Cummings, Esq., its vice president, and were fully heard, —

Now, under the authority conferred on the Board by chapter 216 of the Acts of 1891,— it is

Ordered, That the said West End Street Railway Company run an hourly night car from the Roxbury Crossing, *via* Tremont Street or other convenient route, to connect as nearly as may be with the North Ferry boat scheduled to leave Boston at 12.40 A. M., and each hour thereafter until 5.40 A. M.; and also an hourly night car on the East Boston side, *via* Meridian and Lexington streets to Winthrop Junction, connecting with said hourly boat on its arrival at East Boston.

Ordered, also, That said company run cars on its Lexington Street and Winthrop Junction routes, respectively, in said East Boston, scheduled to connect as nearly as may be with each and all of the North Ferry boats arriving at and leaving the East Boston side at and between the hours of 6.30 and 8.30 o'clock A. M., and the hours of 5.00 and 7.00 o'clock P. M.

The existing East Boston service on said West End Railway, on other routes and at other hours than those above specified, is not to be diminished by reason hereof.

The foregoing orders shall take effect May 10, 1896.

By order of the Board,

WM. A. CRAFTS,
Clerk.

APRIL 29, 1896.

GRADE CROSSINGS OF RAILROADS BY STREET RAILWAYS.

PETITION OF THE LEOMINSTER & CLINTON STREET RAILWAY COMPANY FOR CONSENT TO A GRADE CROSSING OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON LANCASTER STREET, IN LEOMINSTER.

This petition has been twice heard by the Board, first on July 15, and again on November 9, 1896. Henry C. Bascom, Esq., for the petitioner; Charles F. Choate, Jr., Esq., for the railroad company.

It appeared at the first hearing that the selectmen of Leominster, in March last, had filed in the Superior Court, under St. 1890, c. 428, a petition for the abolition of the grade crossing of the railroad with Lancaster Street at the point in question. Special commissioners had thereupon been appointed by the court, and had given notice of a public hearing to be held by them on July 22, 1896; and, no opposition having appeared, there seemed to be no doubt that the grade crossing would in due course be abolished.

In view of these facts, taken in connection with the evidence as to the character of the crossing, the Board declined at that time to consent to the construction of the street railway across the railroad at grade, reserving to the petitioner the right to be further heard when the probable result of the proceedings for the separation of the grades of the railroad and highway should be more definitely known.

At the second hearing, on November 9, it appeared that the proceedings referred to had been prosecuted without unusual or culpable delay on the part of the town or of the railroad company. Plans had been substantially agreed upon, which, there was every reason to believe, would be adopted by the special commission and confirmed by the court. There now seems to be good ground for the expectation that the work of separating the grades will be undertaken in season for its completion the coming spring, before the summer travel on the street railway sets in.

The grade crossing in question is a more than usually blind and dangerous one. That it is so, and is so regarded by the people who have had the most experience of its use, needs no other proof than the fact that the town initiated the proceedings for its abolition,

thereby voluntarily assuming the share of cost which under the statute the town must pay. The section of railroad in which the crossing occurs is protected by electric rail-circuit signals; and the testimony tended to show that the interference with these signals of the more powerful electrical current required for the operation of the street railway, could be guarded against only by special work, at considerable expense, and with doubtful success.

It is urged that the use of the grade crossing by the street railway would be only temporary, terminating with the separation of the grades of the railroad and highway. It would not be prudent to sanction a temporary crossing of less thorough and skilful construction, or with a less careful consideration of the dangers involved and the precautions necessary for the safety of travel on the railroad and railway, than if the crossing were to be permanent. The only present inconvenience to passengers on the street railway is a change of cars at the railroad crossing; and the fact that this inconvenience will be shortly remedied by the separation of grades, is as strong an argument for dismissing as for granting the petition.

We have assumed that the proceedings for the abolition of the existing grade crossing will be prosecuted with all reasonable dispatch, and that the work will probably be completed within the time above indicated. If obstruction of the proceedings or unnecessary delay of the work should occur, which we do not anticipate, the petition would then be entitled to at least a more favorable consideration.

JOHN E. SANFORD,
GEORGE W. BISHOP,
Commissioners.

NOVEMBER 25, 1896.

PETITION OF THE LOWELL & SUBURBAN STREET RAILWAY COMPANY
FOR CONSENT TO A GRADE CROSSING OF THE LOWELL & ANDOVER
RAILROAD, IN LOWELL.

In the matter of the petition of the Lowell & Suburban Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the Lowell & Andover Railroad, now operated under lease by the Boston & Maine Railroad, at the same level with said tracks, on Lawrence Street in the city of Lowell, —

It appearing, after public notice and hearing, at which the said Boston & Maine Railroad appeared by its counsel and was fully heard, that the railroad tracks in question are now used only for the transportation of freight in accordance with the provisions of chap-

ter 145 of the Acts of 1895, and that the public convenience and safety reasonably require a crossing on the same level at the place prayed for, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across the said railroad at the place aforesaid, on the following conditions: —

1. The said crossing shall be constructed and maintained with frogs, or otherwise, by and at the cost of the petitioner, in a manner satisfactory to the Boston & Maine Railroad; or, if the parties do not agree in regard thereto, in the manner prescribed from time to time, after notice and hearing, by this Board.

2. If the said railroad company is at any time hereafter required to incur expense for the protection of the said Lawrence Street crossing, by the erection and maintenance of gates, or by stationing a flagman, or otherwise, the petitioner shall reimburse to said railroad company semi-annually, on the first days of January and July, one-half of the expense so incurred; and if the parties do not agree regarding the amount of expense to be so reimbursed, the same shall be determined, after notice and hearing, by this Board.

3. These conditions may be changed from time to time, or other conditions and regulations imposed, pursuant to chapter 228 of the Acts of 1892, as justice and the public safety and convenience may seem to require.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 13, 1896.

PETITION OF THE NEWTON STREET RAILWAY COMPANY FOR CONSENT TO A GRADE CROSSING OF THE FITCHBURG RAILROAD, IN WALTHAM.

In the matter of the petition of the Newton Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction of the railway of said company across the tracks of the Watertown branch of the Fitchburg Railroad, on River Street in the city of Waltham, at the same level with said tracks, the said railway to be located in the centre of said street instead of on the side thereof as heretofore proposed, —

It appearing, after notice to said railroad company and a public hearing, that permission was granted to said railway company, by an order of the board of aldermen of said city passed prior to the enactment of the above statute, to cross said railroad at grade on the side of said street, and that it is now desired, with the consent of this Board, to locate the said railway in the centre instead of on the side of said street, and no objection appearing to such change of location, — it is

Ordered, That the Board consent to the construction of the railway of the petitioner across the railroad tracks aforesaid, on the same level with said tracks, upon a location along the central line of said River Street, instead of on the side thereof.

Provided, however, that said crossing shall be constructed and maintained by and at the cost of said railway company in a manner satisfactory to said railroad company; or, in case of disagreement of said companies, in the manner prescribed from time to time by this Board.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 12, 1896.

PETITION OF THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY
FOR CONSENT TO A GRADE CROSSING OF THE BOSTON & MAINE
RAILROAD, IN READING.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the Boston & Maine Railroad, at the same level with said tracks, on Washington Street in the town of Reading, —

It appearing, after public notice and hearing, at which the said Boston & Maine Railroad appeared by its counsel and was fully heard, that the petitioner has been duly granted by the selectmen of said town a location for the extension of its railway across said tracks on said street, and has duly accepted said location; that it is proposed to abandon the grade crossing of the tracks of said railroad by said railway now existing on Main Street in said town, so that there will be no increase of the dangers to public travel arising from such crossings; and that, under these circumstances, the public convenience and safety reasonably require a crossing on the same level at the place prayed for, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across the said railroad on said Washington Street, in the town of Reading; but on the following express conditions, restrictions and regulations, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely:

1. The said crossing shall be constructed and maintained with frogs, or otherwise, by and at the cost of the petitioner, in a manner, and at a point and angle within the limits of said Washington Street, satisfactory to said Boston & Maine Railroad; or, if the parties do not agree in regard thereto, in the manner and at the point and

angle hereafter prescribed from time to time, after notice and hearing of both parties, by this Board.

2. The petitioner shall reimburse to the said Boston & Maine Railroad semi-annually, on the first days of January and July in each year, while and so long as the petitioner uses said crossing in the operation of its railway, one half of the expense incurred by said corporation in maintaining gates and a gate-tender at said crossing, or in otherwise lawfully protecting the same; and if the parties do not agree as to the amount of expense to be from time to time so reimbursed, it shall be determined, after notice and hearing as aforesaid, by this Board.

3. At or before the time when said crossing on Washington Street begins to be used for the running of street railway cars across said railroad, the petitioner, with the consent and acceptance of the selectmen of said town of Reading, shall surrender its existing location across said railroad on Main Street, and shall remove its track at said last-named crossing; and shall not thereafter relay or maintain any track or run any car across said railroad on said Main Street so long as a street railway track is operated across said railroad on Washington Street.

4. These conditions, restrictions and regulations may be changed from time to time, or others imposed, pursuant to said chapter 228 of the Acts of 1892, as justice between the said parties, their successors and assigns, and the public safety and convenience may seem to require.

Attest:

WM. A. CRAFTS,
Clerk.

JUNE 15, 1896.

PETITION OF THE BLACKSTONE VALLEY STREET RAILWAY COMPANY
FOR CONSENT TO A GRADE CROSSING OF THE PROVIDENCE &
WORCESTER RAILROAD, IN MILLBURY.

In the matter of the petition of the Blackstone Valley Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction and temporary maintenance by said company of its railway across the tracks of the Providence & Worcester Railroad, now leased to and operated by the New York, New Haven & Hartford Railroad Company, at the same level with said tracks, at Daniels crossing, so called, on Providence Street, in the town of Millbury, —

It appearing, after public notice and hearing, at which the said railroad companies appeared by their counsel and were fully heard, that the petitioner has been duly granted by the selectmen of said town of Millbury a location of its railway across said tracks at the

place aforesaid, and has duly accepted said location ; that proceedings have been instituted, and a final decree entered therein by the Superior Court, under chapter 428 of the Acts of 1890, and the several acts in addition thereto and amendment thereof, for the abolition of said grade crossing, and for the construction of said street under said railroad in a new location ; and that, under these circumstances, the public convenience and safety may reasonably require a temporary crossing of said railroad and railway tracks on the same level at the place prayed for, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across the said railroad at said Daniels crossing, on Providence Street, in the town of Millbury ; but under the following express conditions, limitations, restrictions and regulations, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely :

1. The said crossing shall be constructed, by and at the cost of the petitioner, with frogs or other device of a kind, and in a manner, satisfactory to and under the direction of the superintendent of the Worcester division of the said New York, New Haven & Hartford Railroad ; and if the parties do not agree in regard thereto, of a kind and in a manner prescribed by this Board after notice and hearing of the parties.

2. A flagman shall be stationed at said crossing to protect the same in the manner prescribed by law, by the petitioner or by said railroad company, at the option of the latter ; and if by the latter, the petitioner shall pay the expense thereof ; and, if a flagman is so stationed by said railroad company, it may discontinue meantime the present electric bell signal at said crossing.

3. As soon as said Providence Street is so far constructed upon its new location (passing under said railroad) as to admit of the construction and operation of said street railway thereon, the railway track shall be removed from said Daniels crossing, and the petitioner shall pay the cost of restoring the railroad tracks to their ordinary and proper condition for railroad use.

4. The petitioner shall not, by the construction, maintenance or operation of its railway at said crossing, in any way interfere with or hinder the work of abolishing the same pursuant to the proceedings and decree aforesaid.

5. These conditions, limitations, restrictions and regulations may be changed from time to time, or others imposed, pursuant to said chapter 228 of the Acts of 1892, as the public safety and convenience may seem to the Board to require.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 15, 1896.

PETITION OF THE ROCKPORT STREET RAILWAY COMPANY FOR CONSENT
TO A GRADE CROSSING OF THE CAPE ANN GRANITE RAILROAD, IN
ROCKPORT.

In the matter of the petition of the Rockport Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the Cape Ann Granite Railroad Company, at the same level with said tracks, on Granite Street in the town of Rockport, —

It appearing, after public notice and hearing, at which the said railroad company appeared by its president and was fully heard, that the petitioner has been granted by the selectmen of said town a location for its railway across said tracks on said street, and has accepted said location; that said railroad is used solely for the transportation of freight, and is operated at a rate of speed not exceeding four miles an hour across said street; and that said crossing is protected by gates, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across the said railroad on said Granite Street in the town of Rockport; but on the express condition, that said crossing shall be constructed and maintained with frogs or otherwise, by and at the cost of said railway company, in a manner satisfactory to said railroad company; or, if said parties do not agree with respect thereto, in such manner as shall, from time to time, after notice and hearing of the parties, be prescribed by this Board.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 24, 1896.

PETITION OF THE WEST END STREET RAILWAY COMPANY FOR CONSENT
TO A TEMPORARY GRADE CROSSING OF THE NEW YORK, NEW
HAVEN & HARTFORD RAILROAD, IN BOSTON.

In the matter of the petition of the West End Street Railway Company for leave to make a temporary grade crossing of its tracks with the track of the New York, New Haven & Hartford Railroad Company, at a point on Centre Street in Boston, where a separation of the grades of the street and the railroad is being effected, —

It appearing that the track of the New York, New Haven & Hartford Railroad is used only for construction trains during the work of completing the elevated tracks of said railroad, and will be used only temporarily, and that the West End Street Railway Company is obliged to pass under the elevated tracks in order to maintain and operate its railway as heretofore located and operated; and it also

appearing that the New York, New Haven & Hartford Railroad Company consents to such crossing under proper restrictions, — it is

Ordered, That the West End Street Railway Company is hereby authorized to construct its tracks across the track of the New York, New Haven & Hartford Railroad Company, on Centre Street in Boston, now used only for construction purposes, at a level therewith :

Provided, that the said West End Street Railway Company shall maintain flagmen for the protection of its cars at said crossing by day and by night, during the hours that its cars are run over the same, and shall be subject to such other restrictions as may from time to time be prescribed by this Board.

Attest :

WM. A. CRAFTS,
Clerk.

SEPTEMBER 9, 1896.

[C.]

ORDERS RELATING TO RAILROADS.

RAILROAD CONSOLIDATIONS.

APPROVAL OF TERMS OF CONSOLIDATION OF THE FALL RIVER WITH
THE OLD COLONY RAILROAD COMPANY.

In the matter of the joint petition of the Old Colony Railroad Company and the Fall River Railroad Company for the approval by the Board of the terms of a proposed purchase and sale by and to said first-named company of the property and franchises of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that such purchase and sale have been authorized by chapter 451 of the Acts of 1893; that the terms proposed, as hereinafter set forth, have been agreed upon by the directors, and approved at meetings duly called for that purpose by a majority in interest of the stockholders present and voting, of each of the corporations aforesaid; that the price or consideration proposed to be paid is materially less than the amount of the now outstanding capital stock and debt of the selling corporation, and does not exceed the actual cost and fair value of its assets and property;

Now, therefore, it appearing to the Board, upon the facts and for the reasons above stated, that the terms are reasonable and not injurious to the public interest, — it is

Ordered, That the terms of purchase and sale be approved as follows, to wit: —

1. The Fall River Railroad Company shall duly convey and transfer to the Old Colony Railroad Company all its property and franchises of every name and description.

2. The Old Colony Railroad Company shall thereupon issue to the holders of the five per cent first mortgage bonds of the Fall River

Railroad Company, amounting to \$200,000, in exchange for said bonds, (which bonds, upon such exchange, shall be surrendered and cancelled), its own bonds, bearing interest at the rate of four per cent per annum, payable semi-annually, the principal to be payable not less than twenty nor more than fifty years from the date thereof, as its directors may elect; and shall assume and pay all other debts, and shall perform all obligations, of the Fall River Railroad Company.

3. The Old Colony Railroad Company shall issue to the holders of the shares of the capital stock of the Fall River Railroad Company, amounting to \$200,000, in exchange for said shares, (the certificates of which shares, upon such exchange, shall be surrendered and cancelled), shares of its own capital stock to the amount of \$20,000, namely, one share of Old Colony Railroad stock for each ten shares of Fall River Railroad stock; and, if so requested, shall buy fractions of shares at current market rates.

Provided, however, that the shares of new stock which the Old Colony Railroad Company shall thus receive in exchange for the shares of Fall River Railroad stock now owned by it, shall be sold at their fair market price (not less than \$173 per share), and the proceeds thereof shall be applied to the making of permanent additions and improvements to its railroad and railroad property, or to the payment of debts incurred for such additions and improvements.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 26, 1896.

ISSUES OF STOCK AND BONDS.

Issue and Sale of Stock by Boston & Lowell Railroad Corporation.

In the matter of the petition of the Boston & Lowell Railroad Corporation for authority to increase the capital stock of said corporation, under chapters 207 of the Acts of 1891 and 502 of the Acts of 1894, by the amount of \$200,000, in addition to the amount of \$6,329,400 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said corporation to the amount of \$200,000, for the purpose of paying for permanent investments and improvements, and for funding its floating debt, —

It appearing, after public notice and hearing, that such increase has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$200,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Boston & Lowell Railroad Corporation by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 2,000 additional shares, amounting at the par value thereof to \$200,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: To paying for permanent additions to and improvements upon the road and property of said corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887, the cost of such additions and improvements to January 1, 1896, being about \$314,000; and to paying and funding the floating debt of said corporation, the amount thereof being \$100,000.

The said shares, or so many thereof as may be necessary for the several purposes aforesaid, are to be sold at public auction; and the Board, pursuant to the provisions of chapter 472 of the Acts of 1894, prescribes the *Boston Advertiser, Journal and Transcript* as

the daily newspapers in which notice of the time and place of sale shall be published at least five times during the ten days immediately preceding such sale.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 3, 1896.

Issue of Bonds by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to an amount not to exceed \$900,000, for the purpose of funding its debt incurred in construction, and for other necessary and lawful purposes set forth in said petition, —

It appearing, upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$900,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Old Colony Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$900,000 par value, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed five per cent per annum; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To funding the existing floating debt of said company which has been incurred in the construction and improvement of its railroad and railroad property, in the purchase of real and personal estate necessary or convenient for the operation thereof, and for other permanent additions and improvements.

Ordered, also, with the consent and at the request of said company, that the order of the Board bearing date August 26, 1895, approving an issue of bonds by said company to the amount of \$600,000, for the purposes aforesaid, be and the same is hereby rescinded, no bonds having been issued under said order.

Attest:

WM. A. CRAFTS,
Clerk

MARCH 10, 1896.

Issue of Bonds by Boston & Lowell Railroad Corporation.

In the matter of the petition of the Boston & Lowell Railroad Corporation for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said corporation to the amount of \$750,000, for the purpose hereinafter set forth, —

It appearing, after public notice and hearing, that said corporation has heretofore lawfully issued its six per cent bonds to the amount of \$750,000, which bonds are now outstanding and are due and payable July 1, 1896; and that, for the purpose of paying and refunding said bonds, an issue of four per cent bonds, payable twenty years from said first day of July, 1896, has been authorized by the vote of the stockholders of said corporation at a meeting called for the purpose; and

It being deemed by the Board that the amount of bonds proposed to be issued, to wit, \$750,000, is reasonably requisite for the purpose for which such issue has been authorized as aforesaid, — it is

Ordered, That the Board approve the issue by the said Boston & Lowell Railroad Corporation, subject to the provisions of all laws applicable to such issue, of its four per cent bonds, to be dated July 1, 1896, payable twenty years from said date, to an amount not exceeding \$750,000; the said bonds or the proceeds thereof to be applied to paying and refunding the aforesaid six per cent bonds of said corporation, to the amount of \$750,000, falling due on said first day of July, 1896; and any excess of such bonds or proceeds, not required and used for that purpose, to be applied to paying for permanent additions to and improvements upon the road and property of said corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 17, 1896.

Issue of Bonds by Old Colony Railroad Company.

In the matter of the application of the Old Colony Railroad Company for the approval by the Board, under the provisions of chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$250,000, for the purpose hereinafter set forth, —

It appearing, upon investigation by the Board, that said company has heretofore lawfully issued its six per cent bonds to the amount of \$1,100,000, which bonds are now outstanding and are due and payable September 1, 1896; and that, for the purpose of paying and refunding a portion of said bonds, an issue of four per cent bonds

has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose ; and

It being deemed by the Board that the amount of bonds proposed to be issued, to wit, \$250,000, is reasonably requisite for the purpose for which such issue has been authorized as aforesaid, — it is

Ordered, That the Board approve the issue by the said Old Colony Railroad Company, subject to the provisions of all laws applicable to such issue, of its four per cent bonds, payable thirty years from December 1, 1895, to an amount not exceeding \$250,000 ; the said bonds or the proceeds thereof, so far as the same will suffice, to be applied and used solely for the purpose of paying and refunding the aforesaid six per cent bonds of said company, to the amount of \$1,100,000, falling due on said first day of September, 1896.

Attest :

WM. A. CRAFTS,

Clerk.

APRIL 4, 1896.

Issue and Sale of Stock by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to an amount not to exceed \$200,000, in addition to the amount of \$15,689,100 now authorized and outstanding, for the purpose of providing means to pay for lands purchased, for the elimination of grade crossings, and for other purposes set forth in said petition, —

It appearing, upon investigation by the Board, that the proposed purposes are necessary and lawful, and consistent with the public interest ; that said company has been duly authorized to increase its capital stock for said purposes, and that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$200,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Old Colony Railroad Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 2,000 additional shares, amounting at the par value thereof to \$200,000 ; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely : To paying for lands purchased, for the construction of new tracks, for the elimination of grade crossings (including the elevation of the tracks of the Boston & Providence Railroad), for the erection of new buildings, and for other necessary and permanent additions and im-

provements to its railroad and railroad property, and for repaying money borrowed to pay for the same.

And it further appearing that the said proposed increase of capital stock does not exceed four per cent of the existing capital stock of said company, and that the directors may therefore lawfully dispose of said new shares at public auction in the manner provided in the second section of chapter 472 of the Acts of 1894, and that they desire so to dispose of the same, it is also

Ordered, That the Board prescribe the *Boston Advertiser*, the *Boston Transcript* and the *Boston Journal*, as the daily newspapers in which notice of such sale shall be published by said company in the manner provided in said last-named act.

Attest :

WM. A. CRAFTS,
Clerk.

JUNE 1, 1896.

Issue of Bonds by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$850,000, for the purpose of refunding a portion of the funded debt of said company, and for other purposes set forth in said petition, —

It appearing, upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$850,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Old Colony Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$850,000 par value, payable December 1, 1925, with interest at a rate not to exceed four per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. To paying, retiring and refunding other bonds of said company now outstanding, to the amount of \$840,000, to wit, the balance of an issue of six per cent bonds, originally amounting to \$1,100,000, which said bonds mature September 1, 1896.

2. To paying and funding a portion of the floating debt of said company, which has been incurred in the purchase of lands, the construction of new tracks, the elimination of grade crossings, and in other permanent additions and improvements to its railroad and railroad property.

Attest :

WM. A. CRAFTS,
Clerk.

JUNE 2, 1896.

Issue of Bonds by Fitchburg Railroad Company.

In the matter of the petition of the Fitchburg Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$500,000, for the purpose of paying and funding or refunding a portion of the funded and floating debt of said company, —

It appearing, after public notice and hearing, that said company has heretofore assumed certain six per cent bonds originally issued by the Cheshire Railroad Company, of which bonds the sum of \$250,000 will mature July 1, 1896; and has also heretofore assumed and has actually paid certain bonds originally issued by the Boston, Barre & Gardner Railroad Company, to wit, \$95,700 three per cent bonds and \$57,300 six per cent bonds, both maturing July 1, 1895; also certain bonds originally issued by the Monadnock Railroad Company, to wit, \$48,000 five per cent bonds maturing July 1, 1897, but payable on call, and actually paid July 1, 1895; and that said petitioning company has incurred a floating debt of \$250,000 (and more) for money borrowed to pay the bonds paid as aforesaid, and also to pay for permanent additions and improvements to its railroad and railroad property; and it further appearing that an issue of bonds to said amount of \$500,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose, and also by vote of the directors of said company; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$500,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Fitchburg Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$500,000 par value, to be dated July 1, 1896, and payable

twenty years from the date thereof, with interest at a rate not to exceed four per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. To paying and refunding the aforesaid Cheshire Railroad bonds, to the amount of \$250,000, maturing July 1, 1896.

2. To paying and funding the floating debt of said company incurred for money borrowed to pay the aforesaid Boston, Barre & Gardner Railroad bonds and Monadnock Railroad bonds, amounting in all to \$201,000, and also to pay for permanent additions and improvements to the railroad and railroad property of said petitioning company.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 22, 1896.

Issue of Bonds by Boston Terminal Company.

In the matter of the petition of the Boston Terminal Company for the approval by the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of \$6,000,000, for the purpose of carrying out the provisions of said act, entitled "An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston", —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to an amount approved by the Board has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$6,000,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$6,000,000 par value, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed four per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of section five of the act aforesaid, and for the preparation

of said land for the erection of a passenger station thereon, in compliance with the provisions of said act :

Provided, however, That no bonds shall be issued as aforesaid until the whole of the capital stock of said company, to wit, \$500,000, has been fully paid in cash.

Attest :

WM. A. CRAFTS,
Clerk.

JULY 1, 1896.

Issue and Sale of Stock by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for authority to increase the capital stock of said company by the amount of \$100,000, in addition to the amount of \$15,889,100 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of providing means to pay for lands purchased, and for other additions and improvements, —

It appearing, upon investigation by the Board, that said company has been authorized by special legislative acts to make additions and improvements to its property, including the abolition of certain grade crossings, and to increase its capital stock therefor ; that the issue of stock now in question has been duly authorized by vote of the stockholders of said company under said acts ; that the proposed purposes are necessary and lawful, and consistent with the public interest ; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Old Colony Railroad Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,000 additional shares, amounting at the par value thereof to \$100,000 ; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely : To providing the means to pay for lands purchased, for the elimination of grade crossings (including the elevation of the tracks of the Boston & Providence Railroad), and for the payment of indebtedness contracted for said purposes.

And it further appearing that the said proposed increase of capital stock does not exceed four per cent of the existing capital stock of said company, and that the directors may therefore lawfully dispose of said new shares at public auction in the manner provided in the

second section of chapter 472 of the Acts of 1894, and that they desire so to dispose of the same, it is also

Ordered, That the Board prescribe the *Boston Advertiser*, the *Boston Transcript*, and the *Boston Journal*, as the daily newspapers in which notice of such sale shall be published by said company in the manner provided in said last-named act.

Attest :

WM. A. CRAFTS,
Clerk.

AUGUST 14, 1896.

Issue and Sale of Stock by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for authority to increase the capital stock of said company by the amount of \$100,000, in addition to the amount of \$15,989,100 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of providing means to pay for lands purchased, and for other additions and improvements, —

It appearing, upon investigation by the Board, that said company has been authorized by special legislative acts to make additions and improvements to its property, including the abolition of certain grade crossings, and to increase its capital stock therefor; that the issue of stock now in question has been duly authorized by vote of the stockholders of said company under said acts; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Old Colony Railroad Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,000 additional shares, amounting at the par value thereof to \$100,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: To providing the means to pay for lands purchased, for the elimination of grade crossings (including the elevation of the tracks of the Boston & Providence Railroad), and for the payment of indebtedness contracted for said purposes.

And it further appearing that the said proposed increase of capital stock does not exceed four per cent of the existing capital stock of said company, and that the directors may therefore lawfully dispose

of said new shares at public auction in the manner provided in the second section of chapter 472 of the Acts of 1894, and that they desire so to dispose of the same, it is also

Ordered, That the Board prescribe the *Boston Advertiser*, the *Boston Transcript* and the *Boston Journal*, as the daily newspapers in which notice of such sale shall be published by said company in the manner provided in said last-named act.

Attest :

WM. A. CRAFTS,
Clerk.

SEPTEMBER 18, 1896.

Issue of Stock by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$20,000, in addition to the amount of \$16,089,100 now authorized and outstanding, for the purpose of retiring by exchange the existing capital stock, amounting to \$200,000, of the Fall River Railroad Company, —

It appearing, after notice and public hearing, and upon investigation by the Board, that the proposed purpose is necessary and lawful, and consistent with the public interest; that said company has been duly authorized by chapter 451 of the Acts of 1893, and by vote of its stockholders at a meeting duly called, to increase its capital stock for said purpose, and that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$20,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Old Colony Railroad Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 200 additional shares, amounting at the par value thereof to \$20,000; the said shares to be applied to the following purpose, and no other, namely: To retiring by exchange the outstanding capital stock, amounting to \$200,000, of the Fall River Railroad Company, in accordance with the provisions of an order of the Board, of even date herewith, approving the terms of the purchase and sale by and to said Old Colony Railroad Company of the property and franchises of said Fall River Railroad Company.

Attest :

WM. A. CRAFTS,
Clerk.

OCTOBER 26, 1896.

Issue of Bonds by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$200,000, for the purpose of retiring by exchange an equal amount of bonds issued by the Fall River Railroad Company and now outstanding, —

It appearing, after notice and public hearing, and upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued, including all other bonds outstanding, will not exceed the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$200,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Old Colony Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$200,000 par value, payable at periods of not less than twenty nor more than fifty years from the date thereof, with interest at a rate not to exceed four per cent per annum; the said bonds to be applied to the following purpose, and to no other, namely: To retiring by exchange the outstanding five per cent first mortgage bonds of the Fall River Railroad Company to the same amount, in accordance with the provisions of an order of the Board, of even date herewith, approving the terms of the purchase and sale by and to said Old Colony Railroad Company of the property and franchises of said Fall River Railroad Company.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 26, 1896.

Issue and Sale of Stock by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to an amount not to exceed \$500,000, in addition to the amount of \$16,109,100 now outstanding or authorized, for the purpose of providing means to

pay for lands purchased, for the elimination of grade crossings, and for other purposes set forth in said petition, —

It appearing, upon investigation by the Board, that the proposed purposes are necessary and lawful, and consistent with the public interest; that said company has been duly authorized by legislative acts, and by votes of its stockholders and directors, to increase its capital stock for said purposes, and that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$500,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Old Colony Railroad Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 5,000 additional shares, amounting at the par value thereof to \$500,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: To paying for lands purchased, for the construction of new tracks, for the elimination of grade crossings (including the elevation of the tracks of the Boston & Providence Railroad), for the erection of new buildings, and for other necessary and permanent additions and improvements to its railroad and railroad property, and for repaying money borrowed to pay for the same.

And it further appearing that the said proposed increase of capital stock does not exceed four per cent of the existing capital stock of said company, and that the directors may therefore lawfully dispose of said new shares at public auction in the manner provided in the second section of chapter 472 of the Acts of 1894, and that they desire so to dispose of the same, it is also

Ordered, That the Board prescribe the *Boston Advertiser*, the *Boston Transcript*, and the *Boston Journal*, as the daily newspapers in which notice of such sale shall be published by said company in the manner provided in said last-named act.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 9, 1896.

Issue of Bonds by Old Colony Railroad Company.

In the matter of the petition of the Old Colony Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to an amount not to exceed \$500,000, for the purpose of paying and funding its debts which have

been contracted in construction, purchase of lands, and for other necessary and lawful purposes set forth in said petition, —

It appearing, upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$500,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Old Colony Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$500,000 par value, payable December 1, 1925, with interest at a rate not to exceed four per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying and funding the floating debt of said company incurred in the improvement of its railroad and railroad property, in the purchase of real and personal estate necessary or convenient for the operation thereof, and for other permanent improvements and additions thereto.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 9, 1896.

Issue of Bonds by Boston Terminal Company.

In the matter of the petition of the Boston Terminal Company for the approval by the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of \$2,000,000, in addition to the amount of \$6,000,000 heretofore approved by the Board, for the purpose of carrying out the provisions of said act, entitled "An Act to provide for a union station for passengers on railroads entering the southerly part of the city of Boston," —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to such an amount as may be necessary and as may be approved by the Board has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an additional issue of bonds to

the amount of \$2,000,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an additional issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$2,000,000 par value, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed four per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of section five of the act aforesaid, and for the preparation of said land for the erection of a passenger station thereon, and for defraying the cost of such station and its appurtenances, in compliance with the provisions of said act.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 17, 1896.

RAILROAD CROSSINGS.

ABOLITION OF GRADE CROSSINGS WITH HIGHWAYS.

Change of Grade of New York, New Haven & Hartford Railroad, in Southborough.

In the matter of the abolition of two highway crossings of the New York, New Haven & Hartford Railroad in the town of Southborough, as determined by the special commission appointed by the Superior Court, —

It appearing that said commission has decided that a change of the grade of the railroad tracks is necessary, and application being made for the consent of the Board under the provisions of chapter 312 of the Acts of 1892 to said change of grade, and the several parties in interest having declared respectively that they do not desire to be heard in the premises, — it is

Ordered, That the Board hereby consents that the grade of the railroad crossing above the new substitute highway, as determined by said special commission, shall be as follows: For a distance of twenty-five feet (25') on either side of the central line of said new way, it is to be level, at an elevation of 278.2 above the datum plane. From the southerly end of said level grade, the grade of said railroad as altered descends 0.35 feet per one hundred feet (100') for about four hundred feet (400') until it intersects the existing grade of said railroad; from the northerly end of said level grade, the grade of said railroad as altered descends 0.06 feet per one hundred feet (100') for about twelve hundred feet (1,200') until it intersects the existing grade of said railroad.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 12, 1896.

Change of Grade of Boston & Maine Railroad, in Manchester.

In the matter of the abolition of a grade crossing of Summer Street, a public way in the town of Manchester, and the tracks of the Boston & Maine Railroad, as determined by the special commission appointed by the Superior Court, on the petition of the directors of said Boston & Maine Railroad, —

It appearing that said commission has determined that a change of the grade of the railroad is necessary in order to effect said alteration, and application being made for the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, to said change of grade, and the several parties in interest having respectively waived any right to be heard upon the question of such consent, — it is

Ordered, That the Board hereby consents that the grade of said Boston & Maine Railroad may be changed for the purpose of the alteration of said crossing as follows: The roadbed shall be raised and filled for the double tracks of the railroad, so that the elevation of the base of the rail at the centre line of Summer Street shall be thirty-seven and ninety-three hundredths (37.93) feet above the datum reference plane used by the engineers of the Boston & Maine Railroad in their surveys of the Gloucester Branch, the elevation of the tracks to be about seven and forty-six hundredths (7.46) feet higher than the present track at said centre line; from the centre line of Summer Street running in a northeasterly direction, the grade of the track shall rise at the rate of fifty-nine hundredths (59-100) of a foot in one hundred (100) feet until it intersects the grade of the present track; from the centre line of Summer Street running southwesterly, the grade of the tracks shall descend at the rate of fifty-nine hundredths (59-100) of a foot in one hundred (100) feet to a point distant two hundred nine and thirty-three hundredths (209.33) feet from said centre line; from thence running still southwesterly the grade shall be a vertical curve eight hundred (800) feet in length, ending at a point designated as station 386 on said surveys of Gloucester Branch; the elevation of the base of rail at said station 386 shall be thirty-six and forty-six hundredths (36.46) feet above said datum plane; from said station 386 the grade rises in a southwesterly direction at the rate of fifty-three hundredths (53-100) of a foot in one hundred (100) feet until it intersects the present grade of the track.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 28, 1896.

Change of Grade of Boston & Albany Railroad, in Newton.

In the matter of the abolition of certain grade crossings of public and private ways in the city of Newton by the Boston & Albany Railroad, under the provisions of chapter 428 of the Acts of 1890 and the several general and special acts in addition to or amendment thereof, —

It appearing that the finding and report of the special commission appointed by the Superior Court on the abolition of said grade crossings provides for a change of the grade of said railroad, and it

further appearing that all the parties in interest assent to such proposed change of grade or do not desire to be heard thereon, and no objections appearing thereto, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, hereby consents to the change of grade of the said railroad in said city of Newton, as set forth in the report of the said special commission and shown on the plan and profile submitted therewith, to which report an attested copy of this order is appended.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 2, 1896.

Change of Grade of Connecticut River Railroad, in Hatfield.

In the matter of the abolition of a certain grade crossing of a public way, in the town of Hatfield, by the Connecticut River Railroad (the Boston & Maine Railroad, lessee), as determined by a special commission appointed by the Superior Court, said special commission having decided that it is necessary for the convenience and security of the public that a change should be made in the grade of said railroad, as set forth in their report, and application being made to this Board for its consent to said change of grade, as provided in chapter 312 of the Acts of 1892, and all the parties in interest having consented to the same and requested that the application be granted without further notice, — it is

Ordered, That the Board hereby consents to a change of grade of the Connecticut River Railroad, in the town of Hatfield, as described in the report of said special commission and shown on the plan and profile therewith submitted, to which report an attested copy of this order is appended.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 24, 1896.

Change of Grade of Boston & Maine Railroad, in Beverly.

In the matter of the application of Henry S. Milton and others, special commissioners appointed by the Superior Court on the abolition of the grade crossings of certain public ways in the city of Beverly by the tracks of the Boston & Maine Railroad, all interested parties having had notice, and having consented or not desiring to be heard, — it is

Ordered, That the Board, pursuant to the provisions of chapter 312 of the Acts of the year 1892, hereby consents to a change of the grade of the tracks of the Boston & Maine Railroad by raising the same in said city, as follows: At station 967, three and one-fourth feet; at station 981, four and one-half feet; between stations 967

and 981 as so raised, a true grade shall be established; northerly from station 981, a grade of five-tenths of a foot per one hundred, until the new grade meets the present grade at a point near the northerly side of Bickford Street; southerly from station 967, a level grade, until the new grade meets the present grade at School Street, — as set forth in the decision of said commission, to which reference is to be had.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 20, 1896.

Change of Grade of Providence & Worcester Railroad, in Sutton and Millbury.

In the matter of the abolition of the crossing of the Providence & Worcester Railroad, now operated by the New York, New Haven & Hartford Railroad Company, in the town of Sutton, known as the Yellow House crossing, and the crossing of said railroad in the town of Millbury, known as Daniels' Crossing, as determined by the special commission appointed by the Superior Court, said commission having determined that there shall be a change of the grade of said railroad, and all interested parties having had notice and consenting or not desiring to be heard, — it is

Ordered, That the Board, pursuant to the provisions of chapter 312 of the Acts of the year 1892, hereby consents to a change of the grade of the tracks of the Providence & Worcester Railroad as determined by the special commission above named and specified in the report of said commission, to which reference is to be had.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 27, 1896.

Change of Grade of Boston & Albany Railroad, in Westfield.

In the matter of the petition of the selectmen of Westfield, relative to the decision of Charles E. Hibbard and others, special commissioners appointed by the Superior Court on the abolition of the grade crossings of North Elm Street, in the town of Westfield, by the tracks of the Boston & Albany Railroad, and of the Northampton Division of the New York, New Haven & Hartford Railroad, — all interested parties having been notified and having consented in writing, or not desiring to be heard, — it is

Ordered, That the Board, pursuant to the provisions of chapter 312 of the Acts of 1892, hereby consents to a change of the grade of the tracks of the said Boston & Albany and New York, New Haven & Hartford railroads, in said town of Westfield, by raising the same

at the new location of said North Elm Street, as established by said commission, to the height and in the manner set forth in the final decision of said commission, to which a copy of this order is appended.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 27, 1896.

COST OF ABOLISHING GRADE CROSSINGS.

New York, New Haven & Hartford Railroad with Public Ways in Southborough.

In the matter of the alteration of certain grade crossings of the tracks of the New York, New Haven & Hartford Railroad with public ways in the town of Southborough, as determined by the special commission appointed by the Superior Court, on the petitions severally of the selectmen of Southborough and the directors of the New York, New Haven & Hartford Railroad Company, estimates of the total cost of which alteration have been submitted to the Board and duly considered, —

The Board hereby certifies that in its judgment the expenditure on the part of the Commonwealth under this and certificates previously issued, agreeably to section 11 of chapter 428 of the Acts of 1890, will not exceed the limit prescribed by said act. [Estimated cost, \$20,580.]

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 12, 1896.

Similar certificates have been granted as follows : —

February 28, 1896, Boston & Maine Railroad, with Summer Street, in Manchester. Estimated cost, \$38,000.

March 2, 1896, Boston & Albany Railroad, with St. James Street and other streets in Newton. Estimated cost, \$1,523,000.

March 24, 1896, Connecticut River Railroad, with a public way in Hatfield. Estimated cost, \$9,950.

May 20, 1896, Boston & Maine Railroad, with Railroad Avenue and Federal Street, in Beverly. Estimated cost, \$49,450.

May 27, 1896, Providence & Worcester Railroad, with highways in Sutton and Millbury. Estimated cost, \$24,090.

June 2, 1896, Boston & Albany Railroad, with North Elm Street, in Westfield. Estimated cost, \$46,000.

December 26, 1896, Boston & Albany Railroad, with South Street, in Warren. Estimated cost, \$29,000.

ALTERATION OF CROSSINGS WITH HIGHWAYS.

Boston & Albany Railroad with Spring Street, in Natick.

In the matter of the alteration of the crossing of Spring Street, a public way in the town of Natick, with the tracks of the Boston & Albany Railroad Company, as prescribed by the county commissioners of Middlesex County by their decree dated March 24, 1896, the Board designates George W. Bishop, one of its members, for appointment by the Superior Court as one of the special commission provided for in section 132 of chapter 112 of the Public Statutes, to determine the questions set forth in section 131 of said chapter 112 and chapter 295 of the Acts of 1887, as applied to the alteration prescribed as aforesaid.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 1, 1896.

Boston & Albany Railroad with Main Street, in Springfield.

In the matter of the alteration or repair of the bridge carrying the Boston & Albany Railroad over Main Street in the city of Springfield, the Board hereby designates George W. Bishop, one of its members, for appointment as one of the special commission provided for in section 132 of chapter 112 of the Public Statutes, to determine the questions set forth in section 131 of said chapter 112 and chapter 295 of the Acts of 1887, as applied to the alteration above named.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 22, 1896.

New England and Providence & Worcester Railroads with St. Paul Street, in Blackstone.

In the matter of the appeal of the New England Railroad Company to this Board, under chapter 135 of the Acts of 1882, from a decision of the county commissioners of the county of Worcester in a proceeding arising under section 129 of chapter 112 of the Public Statutes, as hereinafter more fully set forth, —

It appearing, after due notice to the parties in interest and a public hearing, which was held by written agreement of the parties at this office, and at which the appellant and the petitioners in said original proceeding appeared by their respective counsel and were fully heard, that the said county commissioners, at a meeting held on the third Tuesday of June, 1896, and by adjournment on July 14, 1896, upon the petition of the selectmen of the town of Blackstone, adjudged and decreed that it is necessary for the security and convenience of the public that an alteration should be made in the crossing of St.

Paul Street, so called, a town way in said town of Blackstone, with the railroad of said New England Railroad Company and with the railroad of the Providence & Worcester Railroad Company, now leased to and operated by the New York, New Haven & Hartford Railroad Company, and prescribed the manner and limits within which such alteration should be made, as more fully set forth in the copy of the record of the proceedings of said county commissioners which is on file in this office and may be referred to, and thereupon certified their said decision to the parties and to this Board ; and

It further appearing that the said New England Railroad Company, being aggrieved by said decision, appealed therefrom to this Board, and perfected its appeal by filing with said county commissioners a notice of such appeal, and by thereafter filing with the clerk of this Board a petition setting forth the reasons of appeal ;

Now, after hearing the parties as aforesaid, and upon consideration, — it is

Adjudged and ordered, That it is necessary for the security and convenience of the public that certain of the alterations prayed for in the petition of the said selectmen should be made in the aforesaid crossing of said town way with said railroads, — namely :

1. The said St. Paul Street should be widened on the northerly side thereof ; and

2. The northerly abutment of the overhead bridge of the New England Railroad Company, and the retaining wall adjacent thereto, as also that adjacent to the northerly abutment of the overhead bridge of the Providence & Worcester Railroad Company, should be set back, and the first-mentioned bridge should be lengthened, so as to conform to the widening of said street.

The manner and limits within which said alterations shall be made are prescribed as follows : —

The southerly line of St. Paul Street at said crossing, and the position of the southerly abutments of said railroad bridges on said line, are to remain unchanged. The widening of said street on the northerly side thereof shall begin at the easterly end of the alteration therein made pursuant to a decree of said county commissioners at their December meeting, 1888, held by adjournment January 29, 1889, to wit, at the point or angle where the northerly abutment of the Providence & Worcester Railroad bridge meets the retaining wall, making nearly a right angle therewith ; and the northerly line of said street as widened shall run easterly from said point or angle, parallel with the centre line of said street, to a point in the wall on the westerly side of Canal Street, 33 feet distant northerly from the southerly abutment of the said New England Railroad bridge, measuring at right angles to said abutment.

The northerly abutment of said last-mentioned bridge, and the retaining walls on the northerly side of said street, shall be moved back northerly so as to conform to the northerly line of said street as so widened ; and said bridge shall be reconstructed so as to cross said widened street with one span, at a height of not less than 13 feet above the crown of the street ; and the grade of the street as so widened at said crossing shall conform to the grade prescribed by said county commissioners in their decree last above mentioned.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 22, 1896.

CONSTRUCTION OF RAILROADS AND PUBLIC WAYS AT GRADE.

New York, New Haven & Hartford Railroad with Main Street, in Hull.

On the application of the Nantasket Steamboat Company, —

The Board of Railroad Commissioners hereby consents to the laying and operating of a temporary track by the New York, New Haven & Hartford Railroad Company at grade across the public way known as Main Street in the town of Hull, for the purpose of transporting material for the construction of a wharf by said steamboat company, on the conditions and for the time authorized by the selectmen of said town by their order dated November 30, 1895.

Attest :

WM. A. CRAFTS,

Clerk.

JANUARY 30, 1896.

Pittsfield & North Adams Railroad with Murray Street, in Adams.

In the matter of the petition of the selectmen of the town of Adams for the consent of the Board, under section 125 of chapter 112 of the Public Statutes, to the laying out of a public way, known as Murray Street, across the location and tracks of the Pittsfield & North Adams Railroad (now leased to and operated by the Boston & Albany Railroad Company) in said town of Adams, at a level with the said railroad, —

It appearing to the Board, after public notice and hearing, and after viewing the premises, that the public necessity does not require and justify the laying out of said public way at grade across said railroad, in addition to the other public ways in said town which now cross the same at grade, — it is

Ordered, That the Board do not consent to the laying out of said Murray Street at a level with said railroad, as prayed for.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 27, 1896.

Quincy Quarry Railroad with Quarry Street, in Quincy.

In the matter of the application of the Quincy Quarry Company for the consent of the Board to the laying out and construction of its railroad across Quarry Street, a public way in the city of Quincy, at the same level therewith, —

It appearing, after public notice and hearing, at which no one appeared to object, that the county commissioners of the county of Norfolk, by their decree of March 26, 1896, have adjudged that the public convenience and necessity require the crossing of said street by said railroad at the same level therewith; and that the mayor and council of said city of Quincy have also consented to and authorized the same by an order passed March 23, 1896, as required by chapter 189 of the Acts of 1895; and no sufficient objection thereto now appearing, — it is

Ordered, That the Board consent to the laying out and construction of the railroad of the said Quincy Quarry Company across said Quarry Street, at the same level therewith, at a point between stations 54 and 55 on the plan of location of said railroad made by H. T. Whitman and E. W. Branch, civil engineers, dated January, 1896; also at a point on the spur or side track No. 5, as shown on said plan: *subject, however*, to such regulations in regard to the rate of speed run, and the time and manner of using said railroad, upon and over said crossings, as may from time to time be imposed under said chapter 189 of the Acts of 1895, and under any other laws which are or may be applicable thereto.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 21, 1896.

Boston & Maine Railroad with Willow Street, in Hamilton.

In the matter of the petition of the selectmen and other legal voters of the town of Hamilton, praying for the consent of the Board, under section 125 of chapter 112 of the Public Statutes, to the laying out in said town of a public way, known or to be known as Willow Street, across the Asbury Grove Branch (so called) of the Boston & Maine Railroad, at the same level with said branch, —

It appearing to the Board, after public notice and hearings, at which the petitioners and said railroad corporation appeared by their respective counsel and were fully heard, that the county commissioners of the county of Essex, by their decree dated July 23, 1896, have adjudged that the public convenience and necessity require that said Willow Street be laid out as a town way across said branch

railroad at a level therewith; that said branch is used as a line for ordinary railroad transportation during only a few weeks of each year, and during the rest of the year is used mainly for the shifting and storage of freight cars; that said proposed street will afford not only a shorter and more convenient route for a considerable amount of public travel, but will also enable the avoidance by such travel of two dangerous grade crossings of the main line of said railroad with Main and Asbury streets in said town; and that, until said last-mentioned grade crossings shall have been eliminated, the public convenience and necessity may reasonably require the laying out and maintenance of said Willow Street across the said branch railroad at a level therewith, — it is

Ordered, That the Board consent to the laying out and construction of said Willow Street as a town way over and upon the said Asbury Grove Branch, at the same level therewith, in the location described in the aforesaid decree of said county commissioners; but upon the following express condition and limitation: —

That said Willow Street shall not be maintained and continued as a town or public way across said branch railroad, at a level therewith, after the aforesaid grade crossings of Main and Asbury streets with the main line of said Boston & Maine Railroad shall have been separated or abolished; and in no event shall be so maintained and continued after the expiration of the term of five years from the date of this order, unless the further consent of this Board or other lawful authority shall have been first duly obtained therefor.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 22, 1896.

Old Colony Railroad with Centre Street, in Boston.

In the matter of the petition of the street commissioners of the city of Boston, praying for the consent of the Board, under section 125 of chapter 112 of the Public Statutes, to the widening, in the Dorchester district of said city, of a public way, known as Centre Street, across the railroad of the Old Colony Railroad Company at the same level therewith, —

It appearing to the Board, after notice and hearing, that the safety of the public at said crossing will not be prejudiced by the widening of said street (as proposed) from about 31.4 feet to 45 feet in width, — it is

Ordered, That the Board consent to the widening of said street across said railroad at the same level therewith, at the place and in the manner aforesaid; but upon the condition, as agreed by the parties, that the city of Boston shall pay the first cost of recon-

structing the gates and planking the railroad at said crossing, so far as may be required by the increased width of said street.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 8, 1896.

GRADE CROSSINGS BY RAILROAD TRACKS FOR PRIVATE USE.

On Petition of Hamilton Manufacturing Company, across Jackson Street, in Lowell.

In the matter of the petition of the Hamilton Manufacturing Company, of Lowell, after public notice and hearing, and no objection appearing thereto, — it is

Ordered, That the Board hereby consents to the construction by the petitioner of a railroad track for private use in the transportation of freight, to be operated by steam power, across Jackson Street in the city of Lowell, at the same level with said street, as authorized by the mayor and aldermen of said city of Lowell, and adjudged by the county commissioners of Middlesex County to be required by public necessity; the said track to connect with a track of the Boston & Lowell Railroad, and to be located and constructed at the place and in the manner set forth in the decree of said county commissioners, dated February 29, 1896, and shown by a plan on file in this office: *provided*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 27, 1896.

On Petition of Boston Ice Company, across Mohawk Street, in Sharon.

In the matter of the petition of the Boston Ice Company, after public notice and hearing, and no objection appearing thereto, — it is

Ordered, That the Board hereby consents to the construction by the petitioner of a railroad track for private use in the transportation of freight, to be operated by steam power, across a public street or way now or formerly known as Mohawk Street, in the town of Sharon, at the same level with said street, as consented to by the selectmen of said town of Sharon, and adjudged by the county commissioners of Norfolk County to be required by public necessity; the said track to connect with a track of the Boston & Providence Railroad, and to be located and constructed at the place and in the manner set forth in the decree of said county commissioners, dated April 14, 1896, and shown by a plan on file in this office: *provided*,

that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 28, 1896.

On Petition of Hamilton Manufacturing Company, across Jackson Street, in Lowell.

In the matter of the petition of the Hamilton Manufacturing Company, of Lowell, for the consent of the Board, under section 118 of chapter 112 of the Public Statutes, to the construction by said company of a railroad track for its private use in the transportation of freight across the track of the Lowell & Andover Railroad at the same level therewith, on Jackson Street, in said city of Lowell, —

It appearing that the Board, by its order of April 27, 1896, upon the facts and under the conditions in said order set forth, consented to the construction by the petitioner of the said private track across said Jackson Street at grade, and that said track must of necessity also cross at grade the said track of the Lowell & Andover Railroad now lawfully laid at grade along said street, and the lessee of said railroad, to wit, the Boston & Maine Railroad, consenting thereto, and no objection appearing thereto in the public interest, — it is

Ordered, That the Board consent to the construction by the petitioner of its said private track across the track of the Lowell & Andover Railroad at the place and in the manner aforesaid.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 26, 1896.

On Petition of Saxonville Mills, across Beacon Street, in Framingham.

In the matter of the petition of the Saxonville Mills, a corporation duly established by law, for the consent of the Board to a crossing of Beacon Street in the town of Framingham by a railroad track for private use in the transportation of freight, at the same level with said street, —

It appearing that the Saxonville Mills has heretofore had a railroad track across said street leading into the yard of said company, and that it is proposed to change the location of said track to a point about ninety-five feet south of the present location; that the selectmen of the town of Framingham have by their vote of August 27, 1896, duly authorized the said change of location, and that the county commissioners of Middlesex County have by their decree dated September 12, 1896, adjudged that public necessity requires said crossing at grade, — it is

Ordered, That the Board hereby consents to the construction of a railroad track for private use by the Saxonville Mills, across Beacon Street in the town of Framingham, at a level therewith, as adjudged by the county commissioners of Middlesex County to be required by public necessity, and authorized by the selectmen of said town: *provided, however*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 1, 1896.

INTERLOCKING SIGNALS.

*At Grade Crossing of Boston & Albany and New England Railroads,
in Worcester.*

In the matter of the application of the Boston & Albany Railroad Company for approval by the Board of the system of interlocking signals established by said company at the grade crossing of its railroad with the New England railroad at South Worcester, to be maintained at its own expense, —

After an examination thereof, and the New England Railroad Company having, after notice, waived a hearing, — it is

Ordered, That the said interlocking system, as shown by the diagram on file with the petition in this office, is hereby authorized and approved.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 12, 1896.

*At Grade Crossing of Boston & Maine and Fitchburg Railroads, in
Worcester.*

In the matter of the application of the Boston & Maine Railroad for approval by the Board of the system of interlocking signals established by said company and the Fitchburg Railroad Company at the grade crossing of their railroads, known as Barber's Crossing, in Worcester, the same to be established, maintained and operated at their joint expense, —

After due notice and hearing of the parties as fully as they desired to be heard, and after an examination of the system as constructed, and of the joint order and special rules adopted for the operation thereof, — it is

Ordered, That the said interlocking system is hereby authorized and approved.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 20, 1896.

At Grade Crossing of Boston & Maine and Fitchburg Railroads, in Worcester.

On the application of the Boston & Maine Railroad, — it is

Ordered, That the system of interlocking switches and signals established by the Boston & Maine Railroad and the Fitchburg Railroad Company at the crossing of their railroads at Barber's Crossing, in Worcester, and the rules prescribed by said companies for the operation of said signals and government of trains thereby, be and they are hereby approved.

Attest:

WM. A. CRAFTS,
Clerk.

JUNE 26, 1896.

WHISTLING FOR GRADE CROSSINGS.

On the Boston & Maine Railroad, in Reading.

On the petition of citizens of Reading, after notice and a public hearing, at which the Boston & Maine Railroad appeared and was heard, — it is

Ordered, That the whistling of locomotives, as a crossing signal, on the Boston & Maine Railroad between Ash and Woburn streets in the town of Reading, is hereby prohibited: *provided, however*, that the whistle shall be sounded for the crossings of said streets, and of the intervening (Main and Washington) streets, if, when the engineer comes in view of the same, he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems that there is special occasion for whistling. This order shall remain in force until otherwise ordered by the Board.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 23, 1896.

On the New England Railroad, in Southbridge.

In the matter of the petition of Wm. C. Barnes and others, residents of Southbridge, praying that the whistling of locomotives on the Southbridge Branch of the New England Railroad as a crossing signal for the grade crossings of Foster Street, Central Street and Hook Street in said town by said railroad, may be prohibited, —

After notice to the New England Railroad Company, and a hearing, it appearing that said crossings are but a short distance apart, and that each one is protected by gates, — it is

Ordered, That the whistling of locomotives on the Southbridge Branch of the New England Railroad as a crossing signal for the crossings of Foster Street, Central Street and Hook Street in the

town of Southbridge, is hereby prohibited: *provided, however, that the whistle shall be sounded for said crossings if, when the engineer comes within view of the nearest one, he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems that there is special occasion for whistling.* This order shall remain in force until otherwise ordered by the Board.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 28, 1896.

HEIGHT OF BRIDGES OVER RAILROADS.

Bridges over Boston & Albany Railroad, at Rowe Street and fifteen other streets, in Newton.

In the matter of the joint petition of the city of Newton and the Boston & Albany Railroad Company for the consent of the Board to the construction of certain highway bridges over said railroad in said city at a height of less than eighteen feet above the railroad tracks, —

It appearing that all parties interested have had notice, and no objection being made or appearing thereto, — it is

Ordered, That the Board hereby consents that the several overhead highway bridges by which the following streets and public ways, namely, Rowe Street (to be called Commonwealth Avenue), Washington Street (in that part of said Newton known as West Newton), Putnam Street, Highland Street, Chestnut Street, Greenwood Avenue (to be called Felton Street), Allston Street (to be called Mt. Vernon Street), Appleton Street, Walnut Street, Harvard Street, Lewis Terrace, Church Street, Richardson Street, Channing Avenue (to be called Centre Place), Centre Street, and Washington Street (in that part of said Newton known as Newton), shall cross said railroad in said city of Newton, after the abolition of the present grade crossings, may be constructed at a clear height of not less than sixteen feet above the tracks of said railroad.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 2, 1896.

Temporary Bridges over Boston & Providence Railroad, in Boston.

On the application of the New York, New Haven & Hartford Railroad Company, — it is

Ordered, That an order of this Board dated April 8, 1895, authorizing the construction of temporary bridges over the Boston &

Providence Railroad at a height of fifteen feet above the tracks, be so far modified that, in the place of a bridge at Jamaica Plain station, one may be constructed at the entrance to the Jamaica Plain freight yard, at Forest Hills, at a clear height of not less than fifteen feet above the tracks.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 2, 1896.

Bridge over Boston & Albany Railroad, at Spring Street, in Natick.

On the joint petition of the Boston & Albany Railroad Company and the selectmen of Natick for the consent of the Board to the construction of a bridge to carry Spring Street in said town of Natick over said railroad at a height of less than eighteen feet above the tracks, —

It appearing that the Board heretofore, to wit, May 15, 1895, gave its consent to the construction of certain bridges, including said Spring Street bridge, over the Boston & Albany Railroad at a height not less than 16 feet above the tracks, since which date the county commissioners of Middlesex County, by their decree dated March 24, 1896, have decided that a change in the location of said Spring Street about fifty-one feet easterly of its former location is necessary, and have prescribed the manner and limits within which such alteration shall be made, — it is

Ordered, That the Board hereby consents to the construction of the bridge for carrying Spring Street in the town of Natick over the Boston & Albany Railroad, at a clear height of not less than sixteen feet above the tracks.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 21, 1896.

Bridge over Fitchburg Railroad, at Washington Street, in Somerville.

In the matter of the application of the Fitchburg Railroad Company relative to the lengthening of the highway bridge over its railroad at Washington Street, in the city of Somerville, in order to admit of more railroad tracks, — it is

Ordered, That the Board consent to the construction of the said lengthened bridge at a height above the railroad tracks not less in any part thereof than that of the existing bridge, — to wit, not less than fifteen feet in the clear above the highest rail in said tracks.

Attest: WM. A. CRAFTS,
Clerk.

MAY 26, 1896.

Bridges over Boston, Revere Beach & Lynn Railroad, in Revere.

In the matter of the petition of the Boston, Revere Beach & Lynn Railroad Company for the consent of the Board, under section 120 of chapter 112 of the Public Statutes, to the construction of certain bridges over the railroad of said company, in the town of Revere, at a height of less than eighteen feet above the tracks of said railroad, —

It appearing that all parties in interest have had notice of said petition and have approved the same, and no valid and sufficient objection appearing thereto, — it is

Ordered, That the Board consent to the construction of a bridge of the Lynn & Boston Railroad Company, and of highway bridges at Shirley Avenue and Beach Street, over the railroad of the petitioner, at a height respectively of not less than fourteen feet and six inches in the clear above the tracks thereof; and of a highway bridge at Revere Street, and a bridge for a private way at Oak Island, at a height respectively of not less than fifteen feet in the clear above said tracks. All of said bridges are located in the town of Revere.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 29, 1896.

HEATING OF PASSENGER CARS.

On the New York, New Haven & Hartford Railroad.

On the application of the New York, New Haven & Hartford Railroad Company for exemption from the requirements of law in relation to the heating of its passenger cars on certain trains, —

It appearing that such exemption on mixed trains is necessary and reasonable, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 in relation to heating passenger cars, so far as concerns the passenger cars on the following mixed trains, viz. : —

Train 1806 leaving Fall River 9.48 A.M.

“ arriving at Fox Point 11.05 A.M.

Train 1837 leaving Fox Point 2.55 P.M.

“ arriving at Fall River 4.12 P.M.

Train 2101 leaving Yarmouth 3.25 A.M.

“ arriving Provincetown 8.00 A.M.

Train 2122 leaving Provincetown 6.00 P.M.

“ arriving at Yarmouth 10.35 P.M.

Train 2179 leaving Harwich 10.18 A.M.

“ arriving at Chatham 10.45 A.M.

Train 2180 leaving Chatham 3.15 P.M.

“ arriving at Harwich 3.42 P.M.

Extra Freight leaving Taunton for Middleboro' 6.15 A.M. : *provided*, that said cars shall be heated by some heater heretofore approved by the Board, and that in no case shall a common stove be used.

Attest :

WM. A. CRAFTS,

Clerk.

NOVEMBER 12, 1896.

SUNDAY TRAINS AND BOATS.

Regular Sunday Trains on the Old Colony System of the New York, New Haven & Hartford Railroad.

On the application of the general superintendent of the Old Colony System of the New York, New Haven & Hartford Railroad, — it is

Ordered, That the Board authorize the running by the New York, New Haven & Hartford Railroad Company, on the several divisions of the said Old Colony System, within the limits of this Commonwealth, on the Lord's day, during the year 1896, of the regular passenger trains indicated by blue pencil marks on the time table of said Old Colony System, No. 24, which takes effect at 12.01 A.M. June 14, 1896, and also specified in schedules of the numbers of said trains (by divisions and pages) attached to said time table; which table and schedules are on file in this office and are made a part of this order.

Also the running as aforesaid, by the New Bedford, Martha's Vineyard & Nantucket Steamboat Company, of one regular steamboat each way between New Bedford and the islands of Martha's Vineyard and Nantucket, scheduled to leave New Bedford at 9.00 A.M. and Nantucket at 2.00 P.M., and stopping at Wood's Holl going and returning.

But upon the following express conditions, viz. :—

1. That no one of said trains or boats shall be run in whole or in part as a special or excursion train or boat.

2. That the fares charged or collected on said trains and boats shall in no case be less than the fares charged on regular week-day trains and boats between the same stations or points on the lines of said railroad and on said steamboat lines, whether the tickets and fares be local or joint.

3. That no intoxicating liquor shall be sold or furnished by said steamboat company, or shall be allowed to be sold or furnished by any person, on said boats on the Lord's day.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains or steamboats on the Lord's day, on any of the lines of the said railroad or steamboat company, are hereby revoked.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 13, 1896.

Regular Sunday Trains on the Pittsfield and North Adams Branch of the Boston & Albany Railroad.

On the application of the general manager of the Boston & Albany Railroad Company, — it is

Ordered, That the Board authorize the running by the Boston & Albany Railroad Company, on the Lord's day, on the Pittsfield and North Adams Branch of said company's railroad, until further notice, of the regular trains leaving North Adams at 9.25 A.M., 1.55 P.M. and 6.00 P.M., and leaving Pittsfield at 10.40 A.M., 3.00 P.M. and 7.00 P.M.; but upon the following express conditions, viz.: —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the local or joint fares charged or collected on said trains shall in no case be less than the local or joint fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting railroad.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 26, 1896.

By similar orders, schedules of regular Sunday trains, deemed by the Board to be necessary for the public accommodation, have been authorized on the Boston & Maine and the New England railroads.

Sunday Steamboats to and from Fall River.

In the matter of the several petitions of the Providence, Fall River & Newport Steamboat Company, and the People's Steamboat Company, for authority to run certain steamboat lines to and from the city of Fall River on the Lord's day, —

The said petitions, after public notice, having been heard together on June 9, 16, 30, and July 13, 1896, and the petitioners, and all other parties desiring to be heard for or against the said petitions, having been fully heard by counsel or in person, and their several allegations, evidence and arguments having been duly considered by the Board in the light of the provisions of the statutes made and provided for such cases; and

It appearing, with respect to the first of said petitions, that the Providence, Fall River & Newport Steamboat Company and its predecessors have for many years maintained a regular week-day steamboat line and service for the necessary transportation of persons and merchandise between said city of Fall River and the city of Providence in the State of Rhode Island, stopping in transit at Bristol and Bristol Ferry in said State; and that the public necessity and convenience

may now also reasonably require some such regular service for necessary transportation between said cities on the Lord's day, — it is

Ordered, That the Board authorize, until otherwise ordered, the running by the said Providence, Fall River & Newport Steamboat Company, on the Lord's day, of regular steamboats between said cities of Fall River and Providence, as follows: One such boat may be run each way between said cities in the forenoon, and one in the afternoon; but upon the following express conditions, viz.: —

1. No one of the said steamboats shall be run in whole or in part as a special or excursion boat, or on other than its regular route between said cities, stopping or touching only at Bristol and Bristol Ferry as aforesaid.

2. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on the line or route aforesaid.

3. No spirituous or intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats on the Lord's day.

4. The authority hereby given may be revoked at any time in the discretion of the Board, after notice and hearing, for cause shown.

It also appearing, with respect to the second of the above petitions, that the said People's Steamboat Company does not maintain a steamboat line or service for the regular and necessary transportation of persons or merchandise, but runs a steamboat only in the summer season for the special accommodation of pleasure and excursion travel; and it not appearing to the Board that, within the meaning and intent of the statutes aforesaid, "the public necessity and convenience require, having regard to the due observance of the day," the running of such boat on the Lord's day; and it not being shown or claimed that the same is to be run as a work of charity, — it is therefore

Ordered, That the Board decline to grant the prayer of the said last mentioned petition.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 15, 1896.

Special Sunday Train for the Cypress Commandery of Knights Templars.

On the application of the general superintendent of the New England Railroad, — it is

Ordered, That the New England Railroad Company is hereby authorized to run a special train on Sunday, April 5, 1896, between

the Norwood Central station and Boston, for the sole and exclusive use of the Cypress Commandery of Knights Templars, resident in Hyde Park and Norwood, who desire to attend divine service at Music Hall in Boston; said train to leave the Norwood Central station at one o'clock P.M., and returning to leave Boston between four and five o'clock P.M.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 30, 1896.

Special Sunday Train for Knights of Columbus.

On application made to the Board, and with the assent of the Boston & Maine Railroad, — it is

Ordered, That said Boston & Maine Railroad be authorized to run on Sunday, November 15, 1896, a special train between Salem and Lawrence, to leave Salem about 12 M., and returning to leave Lawrence about 9 P.M., stopping both ways at Peabody and Danvers, for the sole accommodation of the Knights of Columbus, a charitable organization, and not as a public excursion train.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 11, 1896.

Several other special Sunday trains have been authorized by the Board, in the course of the last year, for what were deemed to be good and exceptional reasons.

RAILROAD INSPECTORS.

APPOINTMENT OF RAILROAD INSPECTOR.

IN BOARD OF RAILROAD COMMISSIONERS, September 25, 1896.

Ordered, That GRAFTON UPTON of Boston, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894, appointed to be a Railroad Inspector, with the powers and duties in said statute set forth, to hold said office for a term commencing on the first day of October, 1896, and terminating on the first day of October, 1899, unless sooner removed for cause.

By order of the Board,

Attest:

WM. A. CRAFTS,

Clerk.

ASSIGNMENT OF INSPECTION DISTRICTS.

IN BOARD OF RAILROAD COMMISSIONERS, February 1, 1896.

Ordered, That from and after February 1, 1896, and until further notice, there be assigned to Inspector GRAFTON UPTON, for examination under chapter 535 of the Acts of 1894, in accordance with the instructions heretofore given by the Board by its order of October 10, 1894, all the lines of the Boston & Albany Railroad lying east of the easterly line of the County of Worcester.

Attest:

WM. A. CRAFTS,
Clerk.

MISCELLANEOUS ORDERS, ETC.

NEW BEDFORD AND FAIRHAVEN FERRY.

In the matter of the petition of the Old Colony Railroad Company to prescribe such further time as may be necessary to enable said company properly to provide and to begin to operate a suitable ferry between the city of New Bedford and the town of Fairhaven, as required by chapter 392 of the Acts of 1894, after public notice and hearing, — it is finally

Ordered, That the Board prescribe Friday, February 21, 1896, as the day and further time from and after the expiration of which the said Old Colony Railroad Company shall provide, maintain and operate the said ferry in accordance with the requirements of the act aforesaid.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 20, 1896.

MARTHA'S VINEYARD RAILROAD — NOTICE TO THE PUBLIC.

The public is hereby notified that the Martha's Vineyard Railroad (a narrow-gauge railroad in the towns of Cottage City and Edgartown) is not now in a condition approved by the Board, or for which the Board is to be held officially responsible, as regards its safety for public travel.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JULY 13, 1896.

CHESTER & BECKET RAILROAD COMPANY.

Certificate of Exigency.

On the application of the directors of an association for the formation of a railroad corporation by the name of the Chester & Becket Railroad Company, after due notice and a public hearing, —

The Board hereby certifies that in its opinion public convenience and necessity require the construction of a railroad from a point at or near the main line of the Boston & Albany Railroad in the town of Chester and county of Hampden, to the quarries of the Hudson & Chester Granite Company in the town of Becket and county of Berkshire, on the line determined by agreement of said directors with the selectmen of said towns of Chester and Becket, respectively.

Attest: Wm. A. CRAFTS,
Clerk.

JULY 17, 1896.

RELOCATION OF PASSENGER STATION ON BOSTON & MAINE RAILROAD,
IN TOPSFIELD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under section 157 of chapter 112 of the Public Statutes, of a relocation of the passenger station in the town of Topsfield, known as Topsfield Station, on the Newburyport Branch of said railroad company, —

It appearing, after public notice and hearing, at which no one appeared to object, that the proposed relocation has been approved in writing by the selectmen of said town of Topsfield, and that such relocation would be for the greater convenience and security of the public, — it is

Ordered, That the Board approve a change of the location of the said Topsfield passenger station from the westerly side of Main Street at the crossing of said street with said railroad, and the relocation of the same at a point on Park Street, on the northerly side of said railroad, distant 540 feet south-easterly from the old location, said point of relocation being midway between said Main Street and Summer Street; as shown on a plan filed with the petition, dated September, 1894, which plan may be referred to for more particular description of the old and new locations.

Attest: Wm. A. CRAFTS,
Clerk.

DECEMBER 14, 1896.

BICYCLE TARIFF — TAKING EFFECT OCTOBER 1, 1896, AND SUPERSEDING ALL TARIFFS OF PREVIOUS ISSUE.*

When ticket rate is \$0.05 to \$0.74 : Charge for bicycle will be \$0.10

"	"	.75	"	.99	"	"	.15
"	"	1.00	"	1.49	"	"	.20
"	"	1.50	"	1.99	"	"	.25
"	"	2.00	"	2.49	"	"	.30
"	"	2.50	"	2.99	"	"	.35
"	"	3.00	"	3.49	"	"	.40
"	"	3.50	"	3.99	"	"	.45
"	"	4.00	"	4.49	"	"	.50
"	"	4.50	"	4.99	"	"	.55
"	"	5.00	"	5.49	"	"	.60
"	"	5.50	"	5.99	"	"	.65
"	"	6.00	"	6.49	"	"	.70
"	"	6.50	"	6.99	"	"	.75
"	"	7.00	"	7.49	"	"	.80
"	"	7.50	"	7.99	"	"	.85
"	"	8.00	"	8.49	"	"	.90
"	"	8.50	"	8.99	"	"	.95
"	"	9.00	"	10.00	"	"	1.00

Lamps, cyclometers, tool bags and other attachments, should be removed before wheel is presented. If this is not done, owner must sign release for such articles before wheel is accepted for transportation. Bicycles with more than one seat to be charged 50 per cent additional for each additional seat.

G. M. HOUGHTON, *G. P. A. Bangor & Aroostook R.R.*

D. J. FLANDERS, *G. P. A. Boston & Maine R.R.*

O. H. TAYLOR, *G. P. A. Fall River Line.*

F. E. BOOTHBY, *G. P. A. Maine Central R.R.*

C. T. HEMPSTEAD, *G. P. A. N. Y., N. H. & H. R.R., New Haven System.*

J. F. LISCOMB, *Gen'l Agent Portland S.S. Co.*

A. S. HANSON, *G. P. A. Boston & Albany R.R.*

S. W. CUMMINGS, *G. P. A. Central Vermont R.R.*

J. R. WATSON, *G. P. A. Fitchburg R.R.*

W. R. BABCOCK, *G. P. A. New England R.R.*

A. C. KENDALL, *G. P. A. N. Y., N. H. & H. R.R., Old Colony System.*

O. H. BRIGGS, *G. P. A. Providence & Stonington S.S. Co.*

* See pages 11 to 17, *ante*.

APPROVAL OF WARNING-BOARDS ON NEW YORK, NEW HAVEN &
HARTFORD RAILROAD.

On the application of C. H. Platt, general superintendent of the New York, New Haven & Hartford Railroad, for approval of the form and style of warning-boards at grade crossings of said railroad with public ways in Massachusetts, — it is

Ordered, That the Board approve the form and style of warning-boards shown in a blue print filed with said application, dated July 8, 1896, for use at the grade crossings with public ways, on the several lines of the New York, New Haven & Hartford Railroad Company in this Commonwealth, which are protected by gates or flags.

Attest:

WM. A. CRAFTS,
Clerk.

AUGUST 1, 1891.

APPROVAL OF SWITCH.

On the application of the New York, New Haven & Hartford Railroad Company, — it is

Ordered, That the Ramapo split switch, as shown in a blue print submitted with said application, is hereby approved.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 30, 1896.

[D.]

TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

TRAIN ACCIDENTS.

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1896.

DESCRIPTION OF ACCIDENTS.	Number of Accidents.	PASSENGERS.		EMPLOYEES.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions:							
Head,	1	-	6	-	-	-	6
Rear,	11	-	14	2	9	2	23
At crossings, . . .	1	-	7	1	3	1	10
In yards,	2	-	-	-	6	-	6
Total Collisions,*	15	-	27	3	18	3	45
Derailments:							
Passenger trains, . .	2	2	2	-	4	2	6
Freight trains, . . .	4	-	-	1	3	1	3
Total Derailments,†	6	2	2	1	7	3	9
Total Train Accidents,	21	2	29	4	25	6	54

* Not including collisions of parts of separated trains, causing no personal injury.

† Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.

TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1896.

RAILROADS.	GENERAL SUMMARY OF ACCIDENTS.								TO PASSENGERS.				
	Total Number of In- juries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	FROM CAUSES BEYOND THEIR OWN CONTROL.		BY THEIR OWN FAULT OR WANT OF CARE.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany,	271	13	171	12	75	266	5	57	214	—	4	1	8
Boston & Maine,	337	44	172	23	98	331	6	84	253	—	12	5	27
Boston, Revere Beach & Lynn,	1	—	—	1	—	1	—	1	—	—	—	—	—
Fitchburg,	118	3	72	15	28	116	2	41	77	1	—	—	2
New England,	91	7	57	10	17	87	4	11	80	—	1	—	6
New London Northern,	11	—	6	1	4	11	—	3	8	—	—	—	—
New York, New Haven & Hartford,	193	22	97	12	62	187	6	77	116	2	17	1	2
All other companies,	3	—	3	—	—	3	—	—	3	—	—	—	—
Totals,	1,025	89	578	74	284	1,002	23	274	751	3	34	7	45

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1896 — Continued.

RAILROADS.	TO EMPLOYEES.													
	To Trainmen.	To Other Employees.	IN COUPLING AND UNCOUPLING CARS.		BY OVERHEAD BRIDGES.		BY TRAIN ACCIDENTS.*		BY FALLING FROM TRAINS AND ENGINES.		FROM OTHER CAUSES.†		Total Killed.	Total Injured.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Boston & Albany, . . .	150	21	—	55	—	10	—	21	3	21	6	55	9	162
Boston & Maine, . . .	128	49	2	91	2	4	2	9	5	22	8	27	19	153
Boston, Revere Beach & Lynn, .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fitchburg, . . .	51	21	2	27	2	2	3	3	4	9	6	14	17	55
New England, . . .	39	18	—	18	2	4	—	3	—	6	1	23	3	54
New London Northern, . . .	5	1	—	3	—	—	—	—	—	1	—	2	—	6
N. Y., New Haven & Hartford, .	70	27	1	32	—	2	1	16	10	3	14	18	26	71
All other companies, . . .	1	2	—	2	—	—	—	—	—	1	—	—	—	3
Totals, . . .	489	139	5	228	6	22	6	52	22	63	35	139	74	504

* Including engine and car accidents.

† Chiefly to men in freight yards, or to trackmen, while crossing or standing too near the tracks. Some of the casualties, though happening to employees, were not peculiar to the operation of railroads.

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1896 — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TO TRESPASSERS.				
	WITH GATES OR FLAGS.		WITHOUT GATES OR FLAGS.		Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
	Killed.	Injured.	Killed.	Injured.							
Boston & Albany,	4	—	2	2	2	2	48	27	39	36	—
Boston & Maine,	5	7	3	6	—	2	79	19	52	46	—
Boston, Revere Beach & Lynn, .	—	—	1	—	—	—	—	—	—	—	—
Fitchburg,	5	2	1	4	2	1	20	8	15	13	—
New England,	—	1	3	5	—	1	13	4	5	12	—
New London Northern,	—	—	—	1	—	—	4	—	3	1	—
N. Y., New Haven & Hartford, .	2	—	5	—	3	2	59	3	38	24	—
All other companies,	—	—	—	—	—	—	—	—	—	—	—
Totals,	16	10	15	18	7	8	233	61	152	132	—

SUMMARY OF RAILROAD ACCIDENTS REPORTED DURING THE LAST TEN YEARS.

YEARS.	GENERAL SUMMARY OF ACCIDENTS.										TO PASSENGERS.			TO EMPLOYEES.	
	Total Number of Injuries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	From Causes beyond their Own Control.	By their Own Fault or Want of Care.	Killed.	Injured.	To Trainmen.	To Other Employees.
Year ending Sept. 30, 1887, .	802	198	857	54	198	764	38	265	537	144	54	37	161	300	57
" " 1888, .	782	117	391	78	196	748	34	244	538	72	45	18	99	323	68
" " 1889, .	652	58	315	82	197	605	47	236	416	10	48	9	49	271	44
" " 1890, .	830	171	390	70	199	777	53	257	573	88	83	38	133	307	83
" " June 30, 1891, .	826	134	408	84	200	784	42	269	557	74	60	39	95	336	72
" " 1892, .	1,100	156	624	91	229	1,056	44	267	833	68	88	16	140	529	95
" " 1893, .	1,451	182	924	99	246	1,417	34	353	1,098	76	106	25	157	832	92
" " 1894, .	1,114	146	600	83	285	1,064	50	232	882	66	80	18	128	480	120
" " 1895, .	981	48	600	81	252	951	30	248	733	5	43	5	43	483	117
" " 1896, .	1,025	89	578	74	284	1,002	23	274	751	37	52	10	79	439	139
Totals, .	9,563	1,299	5,187	796	2,281	9,168	395	2,645	6,918	640	659	215	1,084	4,300	887
Averages, .	956	130	519	80	228	917	40	265	692	64	66	22	108	430	89

Summary of Railroad Accidents reported during the last Ten Years — Concluded.

YEARS.	TO EMPLOYEES — Concluded.							AT GRADE CROSSINGS.				AT STATIONS.		TO TRIPASSERS.				
	In Coupling and Uncoupling Cars.	By Overhead Bridges.	By Train Accidents.	By Falling from Trains and Engines.	From Other Causes.	Total Killed.	Total Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
Year ending Sept. 30, 1887,	122	10	32	74	119	79	278	17	30	19	28	9	4	158	35	126	67	11
" " 1888,	154	8	35	82	112	80	311	36	23	27	32	7	12	154	42	114	82	7
" " 1889,	140	12	19	57	87	61	254	22	34	30	26	16	10	167	30	119	78	7
" " 1890,	158	20	18	75	119	68	322	21	26	19	28	8	15	158	41	119	80	4
" " June 30, 1891,	194	19	27	69	99	67	341	21	51	24	48	9	3	166	34	129	71	4
" " 1892,	307	31	27	104	155	84	540	24	47	32	39	8	12	177	52	127	102	2
" " 1893,	412	44	40	185	243	110	814	32	44	36	40	10	13	190	56	141	105	9
" " 1894,	257	17	76	101	149	53	547	24	41	19	46	6	12	217	68	136	149	4
" " 1895,	256	22	66	107	149	67	533	30	41	26	45	3	7	192	60	147	105	2
" " 1896,	233	28	68	85	174	74	504	26	33	31	28	7	8	223	61	152	132	—
Totals, . . .	2,233	211	398	939	1,406	743	4,444	253	370	263	360	77	96	1,802	479	1,310	971	50
Averages, . . .	223	21	40	94	141	74	444	25	37	26	36	8	10	180	48	131	97	5

* Including engine and car accidents.

[E.]

ORDERS RELATING TO STREET RAILWAYS.

THE BOSTON SUBWAY.*

APPROVAL OF CONTRACT BETWEEN THE CITY OF BOSTON AND THE
WEST END STREET RAILWAY COMPANY.

In the matter of the joint petition of the Boston Transit Commission and the West End Street Railway Company for the approval by the Board, under the provisions of chapter 478 of the Acts of 1893; chapter 548 of the Acts of 1894; chapter 440 of the Acts of 1895; and chapter 492 of the Acts of 1896, of a contract, made on the seventh day of December, 1896, by and between the City of Boston, acting by the said Boston Transit Commission, and the West End Street Railway Company, in relation to the Subway in said City of Boston, for the construction of which provision is made in the aforesaid acts, an executed copy of which contract has been filed with said petition in the office of the Board, — now

After public notice, and after hearing all parties and persons desiring to be heard, and upon consideration of the subject-matter of said petition and contract, — it is

Ordered, That the said contract, a copy of which is hereto annexed, be and the same is hereby approved.

Attest:

WM J. McCULLOUGH,

Assistant Clerk.

DECEMBER 30, 1896.

* See pages 107 to 114, *ante*.

[COPY.]

CONTRACT BETWEEN THE CITY OF BOSTON, ACTING BY THE BOSTON TRANSIT COMMISSION, AND THE WEST END STREET RAILWAY COMPANY, FOR THE USE OF THE SUBWAY.

THIS CONTRACT, made this seventh day of December in the year one thousand eight hundred and ninety-six, by and between the City of Boston by the Boston Transit Commission, acting by a majority of its members, thereto duly authorized under the authority vested in it by the acts of the Commonwealth of Massachusetts, Chapter 478 of the year 1893, Chapter 548 of the year 1894, Chapter 440 of the year 1895 and Chapter 492 of the year 1896, and under all other powers it hereto enabling, party of the first part; the Boston Transit Commission, hereinafter called the Commission, also acting by a majority of its members thereto duly authorized and joining in the grants hereinafter made in its own behalf in exercise of the powers conferred upon it by the acts aforesaid, but not binding its members in their personal capacity by any agreement herein contained; and the West End Street Railway Company, party of the second part, —

WITNESSETH: The party of the first part, in consideration of the covenants and agreements of the party of the second part herein contained, hereby grants to the party of the second part for the term hereinafter stated, and subject to the reservations, restrictions and limitations hereinafter set forth, the entire use and occupation of the subway now constructed or hereafter to be constructed by the Commission under the authority of the aforesaid acts, the same to be used, however, only for locations of the railway tracks of the party of the second part for the operation of its railway and for the purposes hereinafter expressly enumerated, including in such uses the right to construct, maintain, renew and use such tracks together with switches, cross-overs, connections, wires, appliances, fixtures, electrical apparatus and all other machinery and equipment which may be necessary or proper from time to time for the convenient operation of the railway of said party of the second part, the carrying on of its lawful business in the subway and the performance of its agreements hereinafter contained.

Definition of Subway.

The word *subway*, as used above and wherever used in this instrument, shall include all the subway, subways, tunnels, entrances, approaches, connections, sidings, stations and appurtenant structures and fixtures of every kind, which the Commission has constructed or hereafter may construct under the authority of the aforesaid acts; and wherever in this instrument a portion of the subway is referred to, there shall be meant a continuous and connected portion of the subway as above defined, unless a different signification is apparent.

The subway is to be constructed substantially according to the route and with the stations indicated on the plan hereto annexed and marked "A," so far as its route is exhibited thereon, and similar to the portions already completed. Said plan is entitled "Boston Subway — Progress to August 15, 1896."

Use of Tracks by another Street Railway Company.

If any street railway is now using and is entitled by virtue of an existing contract to use the tracks of the party of the second part in any portion of the route which is or hereafter may be occupied by the subway, then the party of the second part may permit such street railway company to use during the whole or any part of the term of this grant the tracks which may be laid in the corresponding portion of the subway, upon such terms as may be agreed upon between the party of the second part and such other street railway company.

If any corporation having the right to carry passengers in the city of Boston shall by authority of law succeed by purchase, lease or otherwise to all the property, rights and franchises of said West End Street Railway Company, the said railway company may assign to such succeeding corporation all the rights, privileges and powers granted and conveyed by this contract: *provided, however*, and on condition that said succeeding corporation shall assume all the duties, obligations and undertakings herein imposed upon said West End Street Railway Company.

Beginning and Length of Term.

The use of the subway shall begin so soon as a reasonable time after its completion has been allowed the party of the second part for the equipment thereof.

The Commission shall determine when the use shall begin, and shall notify the party of the second part of its decision; and if in the judgment of the Commission any portion of the subway can be advantageously used before the completion of the whole, then the use of such portion shall begin when in the opinion of the Commission a reasonable time after the completion of such portion has been allowed to the party of the second part for the equipment thereof, and after notice to that effect has been given to the party of the second part.

The rights herein granted to the party of the second part shall continue for the term of twenty (20) years from the time when the right to use the subway or any portion thereof first accrues.

Compensation.

As compensation for the use of all the above premises and property, the party of the second part agrees to pay in each year to the city of Boston a sum equal to four and seven-eighths ($4\frac{7}{8}$) per centum of seven million dollars, or four and seven-eighths ($4\frac{7}{8}$) per centum of the net cost of the subway if such net cost be less than seven million dollars, said net cost to be computed in the manner below provided. Said compensation is to begin to accrue from the time when the use of the said premises and property begins under the foregoing provisions of this instrument; and in case the right to use any portion of the said premises and property shall begin before the right to use the whole, then compensation shall be paid for the use of such portion, and shall begin to accrue with its use, and shall be at the above named percentage of the net cost of such portion, to be computed as below set forth.

And the party of the second part agrees also to pay in each year after it shall have acquired the use of all portions of the subway, such additional compensation, if any, as may be determined by a computation of the number of passages made by cars in and through the subway as hereinafter provided; that is to say, in case the amount computed as below provided upon the basis of the number of such passages exceeds the amount determined by a percentage of the net cost of construction, then the party of the second part agrees after so acquiring the use also to pay as compensation the amount of such excess. It is therefore agreed that the compensation for any quarter of a year after the party of the second part shall have acquired the use of all portions of the subway, shall not be less than a sum computed by charging a toll of five (5) cents for each passage made through the subway by a car not exceeding twenty-five (25) feet in body length, and at a proportionately greater rate for each car of greater length; it being understood that any car which enters or passes through the subway or a portion thereof in one direction, and then reverses its direction within the subway and makes a return trip, shall be considered as making two passages, but otherwise the passing through the subway shall be considered as a single passage only; and it being also understood that no opening is to be made under the authority of existing statutes by which cars shall enter the subway from Washington street or Devonshire street. Cars used only for the conveyance of the United States mails, or for construction or repairs, or as motor cars only, and carrying only persons necessary for such purposes, shall not be included in computing the passages for which a toll is to be charged. The party of the second part shall keep a record of the passages of cars for which payment may be charged as above provided, and shall report the same quarterly when making payment for the use of the subway.

In determining the net cost of the premises and property, or of any portion thereof, there shall be included all lawful expenditures of every kind incurred by the Commission on account of the acquisition and construction thereof, or of the portion to be used, as the case may be, including the sums paid by the Commission to any persons by way of damages for property taken or injured or for personal injuries suffered, the incidental expenses of the Commission incurred under the authority of said acts, the sums paid to the Commission for salaries of its members, and also such interest at the rate of four (4) per centum per annum as shall have accrued, up to the time when the use by the party of the second part is to begin, on any debt incurred by the city of Boston at the request or in behalf of the Commission in acquiring or constructing the said premises or property as aforesaid, or the portion thereof in question, as the case may be.

From the gross cost so ascertained there shall be deducted any money which the Commission may then have received from the sales or other disposition of any property or rights which may have been included in estimating the gross cost, and there shall be also deducted at a fair valuation, to be then made by the Commission, any property or rights so included which, though not actually sold or otherwise disposed of, will not be needed in the judgment of the Commission for the purposes for which the premises and property are to be used by the party of the second part; and when

said property and rights have been actually sold or otherwise finally disposed of, an adjustment of the cost of the subway and its additions shall be made upon the basis of the actual proceeds received from such final disposition, for the purpose of determining the amount on which a percentage is to be subsequently paid as compensation. The right is hereby reserved to the Commission and, after the expiration of the Commission, to the city of Boston to dispose of any property or rights so valued as aforesaid, but neither this reservation nor the right of deduction above provided shall apply to any property or rights within the subway.

At any time when the use of the whole or any portion of the premises and property is to begin, or as near thereto as is practicable, the Commission shall make out and submit to the party of the second part a statement of the net cost computed as above, showing with reasonable detail what is included therein.

If at any time during the continuance of the term of this grant the party of the second part shall be deprived in whole or in part of the use of the premises and property by any cause growing out of the act of God, public enemies, mobs, riots, the falling or settling of buildings, bursting of pipes outside the subway, explosions of gas, or works or excavations carried on or permitted by said city or other public authority, or the filling or caving in or other physical obstruction of the subway or any part thereof not due to the negligence of the party of the second part, or by the location, maintenance or use of the wires or other apparatus which the city is hereinafter authorized to maintain in the subway, then the amount above fixed as compensation, or a just and reasonable part thereof, shall be suspended or abated during such deprivation.

The compensation for the use of the subway or any portion thereof shall be paid to the city of Boston in quarterly payments on the last day of December, March, June and September in each year, and at the rate aforesaid for any uncompleted quarter of a year.

Equipment of Subway.

Said party of the second part shall suitably lay and maintain in first-class condition railway tracks in proper places in the subway, together with the appointments and apparatus necessary for the safe and convenient operation of the same, and shall provide and maintain all wires, electrical or other apparatus or equipment necessary or convenient for the furnishing of power and light therein, and shall further provide requisite pumps, fans and ventilating apparatus, and in general shall completely equip and furnish the subway with all machinery, piping, apparatus and furniture proper and adapted thereto and necessary for the convenient maintenance and operation of a railway therein and for the safety and accommodation of the passengers upon said railway.

All tracks, wires, appliances, fixtures, machinery, equipment, furniture and apparatus provided by said party of the second part shall be and remain the property of said party of the second part so long as it continues to occupy and use the subway under the provisions of this contract; and, upon the termination of such use and occupation, the party of the first part hereby agrees to take and pay for all such property at its then fair value,

to be determined by the Board of Railroad Commissioners; and the party of the second part hereby agrees to deliver to the party of the first part all such property at the said valuation.

Power and Light.

The power to be used in the operation of the railway in the subway and of the apparatus placed therein shall be either electricity, compressed air or some agent the use of which will not be accompanied by smoke, steam or any noxious products which might impair the purity of the atmosphere within the subway; and the use and manner of use of any motive power shall be subject to the approval of the Commission, the use of electricity, however, as a motive power in the subway being hereby approved.

Neither steam nor animals shall be used within the subway as a motive power, except temporarily in cases of emergency.

Said party of the second part shall suitably and adequately and to the satisfaction of the Commission light the subway and the cars running therein by electricity, or may from time to time, in whole or in part, use such other illuminating agents as may be approved by the Commission; but no illuminating gas of any description shall be used therein, nor any illuminating agent which is explosive.

Repairs.

Said party of the second part shall maintain the subway, except as to repairs below excepted, in good order and condition as a complete structure adapted to the maintenance and use of lines of railway, and shall at all reasonable times be entitled to a permit to open the streets and other public grounds of said city for the purpose of making requisite repairs to the subway; and, when the right to use the subway shall terminate, shall restore it to the city in good condition except as to repairs not obligatory upon said party of the second part.

All repairs to the subway shall be at the sole cost and expense of the party of the second part, except such repairs as are made necessary by the act of God, public enemies, mobs, riots, the falling or settling of buildings, bursting of pipes outside the subway, explosions of gas, or works or excavations carried on or permitted by said city or other public authority, or by the location, maintenance or use of the wires or other apparatus which the city is hereinafter authorized to maintain in the subway; and if repairs should be made necessary by any of said excepted causes, then such repairs may be made by the party of the second part, and the reasonable cost and expense thereof deducted from the compensation subsequently due and payable hereunder.

Liability for Damages.

The party of the first part shall not be responsible to the party of the second part for damages of any description resulting from any defects in the subway, whether structural or arising out of want of repair or from any cause, after the use of the same by the party of the second part has begun as hereinbefore provided, unless such damage result from the location, maintenance or use of the wires or other apparatus which the city is

hereinafter authorized to maintain in the subway; nor shall it be responsible for any damages resulting to persons or property in the operation and use of the subway, including all parts thereof, whether on property belonging to the party of the first part or upon property the fee of which belongs to other parties; and the party of the second part shall hold the party of the first part harmless and indemnified therefrom, and shall at its own expense, upon due notice from said party of the first part, defend all suits and other proceedings of every description, whether at law or in equity, which may be brought against said party of the first part, its officers, servants or agents, by reason of any liability arising out of the maintenance, operation and use of any portion of the subway or of the railways, machinery and apparatus therein, and accruing after the right to use such portion has begun as hereinbefore provided, and shall satisfy all final judgments of legal tribunals rendered in such suits and proceedings; but the foregoing provisions shall not apply to legal proceedings to recover for loss or injuries growing out of the act of God, public enemies, mobs, riots, the falling or settling of buildings, bursting of pipes outside the subway, explosions of gas, or works or excavations carried on or permitted by said city or other public authority, or the location, maintenance or use of the wires or other apparatus which the city is hereinafter authorized to maintain in the subway.

Removal of Surface Tracks.

The party of the second part agrees that it will make no claim against the party of the first part for any damage for removing, upon the order of the Commission, its surface tracks from Tremont street between Boylston street and Scollay square and from Boylston street between Park square and Tremont street, and such other tracks as the Commission may order to be removed under the authority of the aforesaid acts: *provided*, that during the term of this contract the right to lay, maintain and use tracks on the locations from which the tracks are so removed, be not granted nor permitted to any other person or corporation for street railway purposes; and the party of the second part agrees at its own expense to restore and leave in good condition the pavement of that portion of the streets occupied by the tracks so removed.

Inspection by Public Officials.

The members of the Commission, the Governor of the Commonwealth, the Board of Railroad Commissioners, and their respective engineers, and the Mayor and the City Engineer of Boston, shall at all times have free entry to the subway for the purpose of inspecting the same.

Subway to be Kept Clean.

The party of the second part shall keep the subway thoroughly clean and in good order and condition at all times, except as herein excepted, shall by use of pumps keep the same free from unnecessary dampness, and shall by artificial ventilation, when needed, keep the air therein pure, and shall keep the stations and their approaches free from ice and snow; all which service shall be performed to the satisfaction of the Commission.

Changes in Subway not to be made by Railway Company — Unnecessary Structures — Newspaper Booths.

Said party of the second part shall have no right to make substantial alterations or additions in the subway unless with the approval of the Commission, and, after the termination of the existence of the Commission, with the approval of the Mayor for the time being of the city of Boston and the Board of Railroad Commissioners; nor shall it have the right to place therein or attach thereto, except as hereinafter provided, any structures, machinery, merchandise, apparatus, advertisements, or property of any sort, which are not necessary or proper for the operation of its railway therein and the performance of its agreements herein contained; but the said party of the second part may place and maintain booths of suitable size and character upon each platform for the sale of newspapers, magazines periodicals and books, so far as the party of the first part has the power to grant the right to place and maintain said booths; and, in the event that it shall be determined by any court of competent jurisdiction that said party of the first part has not such power, then no abatement of the compensation which the party of the second part herein agrees to pay for the use of the subway shall be allowed in consequence.

Changes in Subway by Commission.

The Commission, if it deems that public convenience and necessity so require, may make such additions to or improvements or changes in the subway, within the limits defined by existing acts, as it sees fit; and said party of the second part may and shall in like manner as hereinbefore provided equip and use the subway after such additions, improvements and changes therein shall have been made, and shall be under all the obligations and have all the privileges respecting the same which are above provided with respect to the subway, and shall pay for such use four and seven-eighths ($4\frac{7}{8}$) per centum annually upon the net cost of such additions, improvements or changes, determined as hereinbefore provided: *provided, however*, that the total annual compensation to be paid by said party of the second part in any way under this instrument shall not exceed the amount above specified, namely, four and seven-eighths ($4\frac{7}{8}$) per centum of seven million (7,000,000) dollars, unless such compensation shall exceed that amount when determined by a computation of the number of cars using the subway in the manner above provided.

Obligations of Railway Company confined to Portions in Use.

The obligations and liability of the party of the second part under the foregoing provisions of this instrument, shall not in any event apply to any portion of the premises or property covered hereby, or to any additions, improvements, changes or alterations thereof, except in so far as the party of the second part may have the right to the use and enjoyment thereof under the provisions hereof at the time as to which it may be sought to impose such obligation or liability.

Wires, Conduits, and Tubes.

The party of the second part may grant upon such terms as it may deem expedient to any person or corporation not authorized to carry on a railway business, but authorized by law to use and maintain for other purposes wires, conduits for wires or pneumatic tubes along any portion of the route of the subway, the privilege of placing such wires, conduits or tubes within a corresponding portion of the subway used by the party of the second part, but only to such extent and for such time as may be practicable without interfering with the convenient operation of the railway and other apparatus which the party of the second part is hereby authorized to put therein. If the party desiring such privilege cannot agree with the party of the second part upon the terms of such grant, the privilege to the extent and for the time above stated shall be so granted upon terms to be settled by the Commission; but in any event the compensation for such privilege shall be paid to the party of the second part.

The city of Boston may without charge place in the subway such wires and apparatus as may be necessary for its police and fire-alarm service, to be used, however, exclusively for such service, and to be so located as not to interfere with the use of the subway which the party of the second part is hereby authorized to make. The location, construction, maintenance and repair of such wires and apparatus shall be subject to such reasonable directions and regulations as the party of the second part may impose or, in case of any disagreement, as the Commission may determine.

Default and Penalty.

In the event of the failure of the party of the second part or its successor to pay the compensation herein fixed for the use of the subway for three months after such compensation shall have become due, or in the event of a failure to maintain and operate a railway within the subway and if such failure shall have continued for three months, then in either of said events the city of Boston shall have the right to terminate this contract and to reënter upon and repossess itself of the above-described premises and property, unless such failure to maintain and operate grow out of the act of God, public enemies, mobs, riots, the falling or settling of buildings, bursting of pipes outside the subway, explosions of gas, or works or excavations carried on or permitted by said city or other public authority, or the filling or caving in or other physical obstruction of the subway not due to the negligence of the party of the second part, or out of the location, maintenance or use of the wires or other apparatus which the city is herebefore authorized to maintain in the subway. In case the right of reëntry and repossession above given shall be exercised, all the tracks, wires, apparatus, equipment and other property in the nature of fixtures, of the party of the second part within the subway, shall become the property of the city of Boston and be paid for by it at a valuation to be determined as herebefore provided for the occasion when the same are to be surrendered by the party of the second part at the expiration of said term of twenty years.

Removal of Property by Railway Company.

Said party of the second part shall have no right at any time to remove from the subway any tracks, wires, apparatus, equipment or other property necessary to the use and maintenance of the subway and the operation of a railway therein, except for the purpose of repairs or renewal, or for the substitution of equivalent structures, property, apparatus or equipment, nor shall it have the right to sell or mortgage such property unless removed under the foregoing provisions.

Indemnity.

In case of the termination of this contract prior to the expiration of the term of twenty (20) years under the foregoing provisions hereof, and a reëntry upon the premises and property aforesaid and a repossession of the same by the city of Boston, the party of the second part agrees to indemnify the said city for all loss and damages which it may in any manner sustain by reason of such termination during the residue of said term of twenty (20) years.

Recovery of Excessive Payment.

In case there shall be any disagreement between the parties hereto respecting the amount of compensation due hereunder, and the party of the second part shall pay more than it maintains to be justly due, it may make such payment under protest, and may thereafter bring proceedings in any court of competent jurisdiction to recover the excess; and any amount which the court may adjudge to have been paid in excess, shall be repaid by the party of the first part with interest at the rate of four and seventh-eighths ($4\frac{7}{8}$) per centum per annum.

Termination of the Existence of the Commission.

In respect to all matters arising under this contract where provision is made for action by the Commission, or its approval of acts to be done by the party of the second part is required, it is hereby provided and agreed that, upon the termination of the existence of the Commission, the authority to take such action shall vest in and the necessity of approval shall apply to the Board of Railroad Commissioners, unless otherwise herein provided, until some other tribunal shall be designated by law for such purpose; but the provisions of this paragraph shall not apply to the powers hereinbefore reserved to the Transit Commission to make additions to, improvements, changes or alterations in the subway, or to dispose in a certain event of certain property and rights acquired by the Transit Commission.

The Company to be subject to Law.

It is understood and agreed that the party of the second part, and any other company running cars within the subway as aforesaid, shall, with respect to the railway and tracks located in the subway, and the equipment, use and operation thereof, and transportation thereon, have all the powers

and privileges, and be subject to all the duties, liabilities, restrictions and provisions, set forth in the general laws which now are or hereafter may be in force relating to street railways and street railway companies, and in any other laws or acts which are or may be applicable to the party of the second part or such other company, so far as the same are not or may not be inconsistent with the grants herein specifically made.

IN WITNESS WHEREOF, the said parties hereto set their hands and seals the day and year first above mentioned, the city of Boston executing this instrument by the Boston Transit Commission acting by a majority of its members thereto duly authorized and adopting a common seal, the West End Street Railway Company causing its name and corporate seal to be affixed to these presents by its president thereto duly authorized, and the Boston Transit Commission also signing in the capacity above stated in the first paragraph of this instrument by a majority of its members thereto duly authorized, each member adopting the same common seal.

THE CITY OF BOSTON, ACTING BY THE BOSTON TRANSIT
COMMISSION,

[SEAL.]

GEORGE G. CROCKER,
CHARLES H. DALTON,
THOMAS J. GARGAN,
GEORGE F. SWAIN.

BOSTON TRANSIT COMMISSION,

[SEAL.]

GEORGE G. CROCKER,
CHARLES H. DALTON,
THOMAS J. GARGAN,
GEORGE F. SWAIN.

THE WEST END STREET RAILWAY COMPANY,

[CORPORATE SEAL.]

By SAMUEL LITTLE,
President.

CONSOLIDATIONS AND LEASES.

APPROVAL OF TERMS OF CONSOLIDATION OF THE MONTAGUE WITH
THE GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY.

In the matter of the joint petition of the Greenfield & Turner's Falls Street Railway Company and the Montague Street Railway Company, for the approval by the Board of the terms of a proposed purchase and sale by and to said first-named company of the franchise, rights and property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that such purchase and sale have been authorized by chapter 105 of the Acts of 1896 ; that the terms thereof, as hereinafter set forth, will involve no increase of the joint outstanding capital stock and debt of the contracting corporations ; and that said terms are reasonable and not injurious to the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid : —

1. The Montague Street Railway Company shall convey and assign by good and sufficient deed its railway, franchise, rights, easements, privileges, locations and powers, and all of its property of every nature, both real and personal, to the Greenfield & Turner's Falls Street Railway Company, to have and to hold the same unto said last-named company, its successors and assigns, forever, subject to the duties, liabilities and restrictions applicable to the same under the general laws relating to street railway companies.

2. In consideration of such conveyance, the Greenfield & Turner's Falls Street Railway Company shall pay to the Montague Street Railway Company, or to its stockholders, the sum of \$40,000 in cash, the said sum to be applied to the redemption of all the outstanding shares of the capital stock (amounting to \$40,000) of said last-named company, by the repayment of the par value of the said shares to the several holders thereof in cash, the certificates of the said shares upon such redemption to be surrendered and cancelled, and the said shares and certificates not to be reissued.

3. In consideration of such conveyance, the Greenfield & Turner's Falls Street Railway Company shall also assume, pay and discharge

all of the debts, liabilities, claims and demands, of whatsoever nature, outstanding against said Montague Street Railway Company in favor of third parties; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

4. The foregoing terms shall, before such proposed purchase and sale are consummated, be agreed to by a majority of the board of directors, and by a majority in interest of the stockholders, of each of said corporations, at meetings duly called for that purpose.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 8, 1896.

APPROVAL OF TERMS OF CONSOLIDATION OF THE BRAINTREE WITH
THE QUINCY & BOSTON STREET RAILWAY COMPANY.

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said company of the railway, franchise and property of the Braintree Street Railway Company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, and upon an examination of the assets and liabilities of said companies, that such purchase and sale have been authorized by chapter 130 of the Acts of 1896; that the terms of purchase and sale hereinafter set forth are within the provisions of said act; and that, taking into account pertinent facts and conditions, such terms are reasonable and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Braintree Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Quincy & Boston Street Railway Company all its railway, franchise, property, rights and easements, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Quincy & Boston Street Railway Company shall assume and pay the funded debt and all other lawful debts, claims and demands outstanding or at any time arising against the Braintree Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due delivery of such deed, the Quincy & Boston Street Railway Company shall pay to the Braintree Street Railway Company, or to the stockholders of said company, the sum or equivalent of \$25,200, in shares of its capital stock, or in cash, as follows:

Three shares of Quincy & Boston stock shall be delivered in exchange for five shares of Braintree stock, or \$72 in cash shall be paid for each share of the latter stock not so exchanged, at the option of the holder thereof; and the certificates of Braintree shares, upon the completion of such exchange or payment, shall be surrendered and cancelled, and said shares shall not be reissued: *provided*, that any minority stockholder of either company who dissents from the terms of purchase and sale as herein set forth, shall have the rights and remedies with respect to his share or shares; which are provided in section 4 of chapter 308 of the Acts of 1891, so far as the provisions of said section may be applicable hereto.

4. Upon the consummation of said purchase and sale in the manner and upon the terms aforesaid, the Quincy & Boston Street Railway Company shall have all the powers and privileges, and shall be subject to all the duties, liabilities and restrictions, of the Braintree Street Railway Company.

5. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by a majority of the directors of each of said companies, and by a majority in interest of their respective stockholders at meetings duly called for the purpose.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 16, 1896.

APPROVAL OF TERMS OF LEASE OF THE GLOUCESTER & ROCKPORT STREET RAILWAY TO THE GLOUCESTER STREET RAILWAY COMPANY.

In the matter of the joint petition of the Gloucester Street Railway Company and the Gloucester & Rockport Street Railway Company for the approval by the Board of the terms of a proposed lease by and to said first-named company of the railway, franchise and other property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that such lease has been authorized by chapter 83 of the Acts of 1896; that the convenience of the public will be promoted by the operation of the railways of both corporations under one management; that there will be no increase of capitalization or debt by reason of such lease; and that the proposed rental is under all the circumstances not excessive;

Now, therefore, it appearing to the Board, upon the facts and for the reasons above stated, that the terms are reasonable and not injurious to the public interest, — it is

Ordered, That the terms of lease set forth in the copy of indenture hereto annexed be approved: *Provided, however*, that such lease shall not be valid or binding until the terms thereof have been agreed to by a majority of the directors, and by a majority in interest of the stockholders, of each of said companies, at meetings duly called and held for that purpose.

Attest:

WM. A. CRAFTS,
Clerk.

JUNE 15, 1896.

[COPY.]

THIS INDENTURE, made this first day of May, in the year eighteen hundred and ninety-six, by and between the Gloucester and Rockport Street Railway Company, hereinafter called the lessor, and the Gloucester Street Railway Company, hereinafter called the lessee, both being corporations established under the laws of the Commonwealth of Massachusetts, —

WITNESSETH that, under and pursuant to the provisions of chapter 83 of the Acts of 1896, and in consideration of the covenants herein contained on the part of the lessee to be kept and performed, the lessor hereby demises, leases and lets unto the lessee all and singular its railway, franchise, and property of every description (excepting the property hereinafter assigned absolutely to the lessee), including all rights, privileges, easements and appurtenances thereunto belonging, together with the right to demand and receive to its (the lessee's) own use all tolls, rents, revenue, income, profits, and privileges of the demised premises; also all the right, title and interest of the lessor in and to all contracts and obligations of or with other corporations or persons.

TO HAVE AND TO HOLD the same unto the lessee, its successors and assigns, for the term of twenty years, commencing with the day of the date hereof.

1. The lessor covenants that during the term of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers, and make all necessary records, issues and re-issues of stock certificates, and reports and returns required by law from the lessor, all at its own expense. And the lessee covenants that its treasurer and clerk shall, if elected by the lessor treasurer and clerk of the lessor, serve as such without additional compensation from the lessor; and that during said term it will make all reports and returns required by law from the lessee in relation to the property hereby demised, and will on demand furnish to the lessor, so far as it has the means, all information necessary for making such reports and returns as are required by law from the lessor.

2. The lessor covenants that the lessee, it keeping all the covenants on its part herein contained, shall peaceably occupy, possess and enjoy, during the term aforesaid, the demised premises, franchise, property, rights and privileges, without hindrance or molestation by the lessor or by any person or persons lawfully claiming the same.

3. The lessor covenants that, upon the reasonable request of the lessee, it will do and perform all such further lawful acts and execute any and all such instruments as are necessary and proper for the due protection, pres-

ervation and full enjoyment by the lessee of all the property, rights and privileges hereby demised, and for confirming, establishing and carrying into full effect the terms and provisions of this indenture according to its true intent and meaning; and that the lessee may use the name of the lessor in bringing or defending any suits or proceedings in law or equity which may be necessary for the purposes aforesaid; but the lessee shall save the lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom.

4. The lessor covenants, in case the lessee deems it advisable to sell any part of the real estate or personal property hereby demised, to execute and deliver such instruments as may be necessary to transfer the title of the lessor therein to the vendee: *provided*, the proceeds of such sale are to be applied to the substitution of other property of equal value, or otherwise expended to increase the permanent value of other property hereby demised: and the lessee covenants so to apply or expend the proceeds.

5. In consideration of the premises, the lessee hereby covenants to pay as rent hereunder the sum of eighteen hundred dollars for each and every year during the term of this lease; said rent to be paid to the lessor on the first day of November in each year during said term, the first payment to be made November 1, 1896.

6. The lessee further covenants to pay all taxes, rates, charges and assessments whatsoever which under national, state or municipal authority may be lawfully imposed or assessed upon or to the lessor or lessee with reference to the demised premises and property, or the franchise, capital stock or revenues of the lessor, or the rental aforesaid, during the term of this lease, including the taxes of the year 1896.

7. The lessor hereby assigns and transfers to the lessee, absolutely, all accounts, demands, and bills receivable which it owns or has a right to, all the moneys, materials and supplies which it has on hand, and all securities belonging to the lessor. And the lessee hereby assumes and agrees to pay all lawful debts, claims and demands outstanding against the lessor at the date of this lease, and to pay all the obligations of the lessor arising from time to time during the term of this lease as the same shall from time to time fall due, and to keep and perform all and singular the contracts relating to said demised premises and property now in force and binding on the lessor; and to save the lessor harmless from all suits, costs, damage and expense on account thereof.

8. The lessee covenants to use and operate the demised railway and property in accordance and compliance with the laws of said Commonwealth, to pay all cost and expense incident to the use and operation thereof, to provide all cars, equipments, apparatus and structures of every description necessary for the due operation of said railway in addition to the property herein demised, and to make such alterations in the location or position of the leased tracks, or any portion thereof, as may be ordered by lawful authority.

9. The lessee covenants to keep said railway and other demised property in as good condition as at the inception of this lease; and at the termination of the lease to surrender said railway and other demised property, and all such property as may have been substituted therefor, in like good order and condition.

10. The lessee covenants to save the lessor harmless from all suits, costs, damage and expense by reason of any acts or omissions of the lessee in the operation, management or use of the demised premises during the continuance of this lease, and at its own expense, to defend all suits now pending or that may hereafter be brought against the lessor or the leased property by reason of any such act or omission, and to pay all such sums as may be recovered as damages and costs in any such suit, when demanded on final process; and the lessee may use the name of the lessor in defending any such suit.

11. The lessor and lessee covenant with each other that there shall forthwith be made a full and complete inventory and appraisal of the land, buildings, tracks, overhead construction, equipments and all other property of every nature and description demised by this lease, and a copy of said inventory shall be furnished to the lessor and the lessee, and the same shall be conclusive evidence in any and all cases in which the question of the value and condition of said property at the time of making this lease shall arise between them. The said inventory and appraisal shall be made by two disinterested persons, one selected by the lessor and one by the lessee, who in case of any dispute or disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether terminated before or at the end of the term, a like inventory and appraisal shall be made of all the property then surrendered by the lessee to the lessor; and if the property surrendered is of greater or less value than the appraised value as shown by the inventory made at the commencement of this lease, the difference shall be adjusted and paid in money.

12. This lease is upon the express condition, that if the lessee, its successors or assigns, shall fail to make any annual payment of rent, as hereinbefore stipulated, or to keep or perform any of its other covenants herein contained, and such default shall continue for sixty days after written notice thereof from the lessor to the lessee, then and in either case this lease may be terminated at the option of the lessor; and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate, without prejudice to its right of action for arrears of rent or for breach of covenant; and upon such entry the said term shall cease and be ended.

IN WITNESS WHEREOF, the said parties, to this and one other instrument of the like tenor, have caused their corporate seals to be affixed, and the same to be signed by their respective presidents and treasurers, thereunto duly authorized, the day and year first above written.

**APPROVAL OF TERMS OF LEASE OF THE WORCESTER & SHREWSBURY
STREET RAILWAY TO THE WORCESTER CONSOLIDATED STREET RAIL-
WAY COMPANY.**

In the matter of the joint petition of the Worcester Consolidated Street Railway Company and the Worcester & Shrewsbury Street Railway Company for the approval by the Board, under chapter 506

of the Acts of 1894, of the terms of a proposed lease by and to said first-named company, of the railway, franchise and other property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that such lease has been authorized by chapter 511 of the Acts of 1896; that the convenience of the public will be promoted by the operation of the railways of both corporations under one management; that there will be no increase of capitalization or debt by reason of such lease; and that the proposed rental is not excessive;

Now, therefore, it appearing to the Board, upon the facts and for the reasons above stated, that the terms are reasonable and not injurious to the public interest,—it is

Ordered, That the terms and conditions of lease, including rates of fare, as set forth in the copy of indenture hereto annexed, be approved: *Provided, however*, that such lease shall not be valid or binding until the said terms and conditions, set forth as aforesaid, have been agreed to by a majority of the directors, and by a majority in interest of the stockholders, of each of said corporations, at meetings duly called and held for that purpose.

Attest: Wm. J. McCULLOUGH,
 Assistant Clerk.

JULY 25, 1896.

[COPY.]

THIS INDENTURE, made this first day of July, in the year eighteen hundred and ninety-six, by and between the Worcester & Shrewsbury Street Railway Company, hereinafter called the lessor, and the Worcester Consolidated Street Railway Company, hereinafter called the lessee, both being corporations established under the laws of the Commonwealth of Massachusetts.—

WITNESSETH that, under and pursuant to the provisions of chapter 511 of the Acts of 1896, the lessor hereby leases, demises and lets unto the lessee all and singular its railway, franchise, and other property of every description, including all rights, privileges, easements and appurtenances thereunto belonging, together with the right to demand and receive to the lessee's own use all tolls, rents, revenue, income and profits of the demised premises.

TO HAVE AND TO HOLD the same unto the lessee, its successors and assigns, for the term of ninety-nine years, commencing with the day of the date hereof.

1. The lessor covenants that during the term of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers, and make all necessary records, reports and returns required by law, at its own expense.

2. The lessor covenants that, upon the reasonable request of the lessee, it will do and perform all such further acts, and will execute any and all

such instruments, as are necessary or proper for the due protection, preservation and full enjoyment by the lessee of all the property, rights and privileges hereby demised, and for confirming, establishing and carrying into full effect the terms and provisions of this indenture according to its true intent and meaning; and that, in default thereof, the same may be done by the lessee, its successors and assigns, or its and their lawful agents, in the name and as the act of the lessor; and that the lessee may use the name of the lessor in bringing or defending any suits or proceedings in law or equity which may be necessary for the purposes aforesaid; but the lessee shall save and hold the lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom.

3. The lessor covenants that it has no indebtedness, and that all of its lawful debts, and all lawful claims and demands against it, have been fully paid and satisfied.

4. The lessor covenants, in case the lessee deems it advisable to sell any part of the real estate or personal property hereby demised, to execute and deliver such instruments as may be necessary to transfer its title therein to the vendee: *provided*, the proceeds of such sale are to be applied to the substitution of other property of equal value, or otherwise expended to increase the value of other property hereby demised; and the lessee covenants so to apply or expend the proceeds.

5. In consideration of the premises, the lessee covenants to pay to the lessor as rent hereunder the sum of one thousand dollars for each and every year during the term of this lease; said sum to be paid in equal semi-annual instalments on the first days of January and July in each year, the first payment to be made January 1, 1897.

6. The lessee further covenants to pay all taxes and assessments whatsoever assessed to the lessor or upon the demised property during the term of this lease, including the taxes of the year 1896; and also assumes and covenants to pay all lawful debts, claims and demands (if any) outstanding against the lessor at the date of this lease.

7. The lessee covenants to use and operate the demised railway and property in accordance and compliance with the laws of said Commonwealth, to pay all cost and expense incident to the use and operation thereof, and to provide all cars, equipments, apparatus and structures of every description necessary for the due operation of said railway, in addition to the property hereby demised.

8. The lessee covenants that, except while temporarily prevented by accident, storm, or other controlling emergency, it will, either on the line hereby demised or on its own line parallel thereto, furnish facilities and accommodations for public travel at least equal to those heretofore furnished upon and over said demised line; and will not increase the single fare of five cents heretofore charged for the transportation of persons upon and over either of said lines; and will give to any passenger paying such fare, who may request the same, a free transfer over any of the railway or railroad lines, in the city of Worcester, which now are, or hereafter may be, under the control of the lessee, similar to the free transfers which are at the time issued by said lessee upon other branches of its railway system in said city.

9. The lessee covenants to save the lessor harmless from all suits, damage and expense by reason of any acts or omissions of the lessee in the operation, management or use of the demised premises during the continuance of this lease, and at its own expense to defend all suits brought against the lessor or the leased property by reason of any such act or omission, and to pay all such sums as may be recovered as damages and costs in any such suit.

10. The lessee covenants to keep the demised property, and all additions and improvements that may be made thereto, insured for a reasonable amount, payable in case of loss to itself; and the lessee may receive from the insurance companies any payments made in case of loss, and shall apply the same to restore and replace the property injured or destroyed.

11. The lessee covenants to keep said railway and other demised property in as good condition as at the inception of this lease; and, at the termination of the lease, to surrender said railway and other demised property, and all such property as may have been substituted therefor, in like good order and condition.

12. The lessor and lessee covenant with each other that there shall be forthwith made a full and complete appraisal and inventory of the land, buildings, tracks, overhead construction, equipments and all other property of every nature and description demised by this lease. A copy of said inventory shall be furnished to the lessor and the lessee, and the same shall be conclusive evidence in any and all cases in which the question of the value and condition of said property at the time of making this lease shall arise between them. The said appraisal and inventory shall be made by two disinterested persons, one selected by the lessor and one by the lessee, who in case of any dispute or disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether terminated before or at the end of the term, a like appraisal and inventory shall be made of all the property then surrendered by the lessee to the lessor; and if the property surrendered is of greater or less value than the appraised value as shown by the inventory made at the commencement of this lease, the difference shall be adjusted and paid in money. The expense of making said appraisals and inventories shall be shared equally by lessor and lessee.

13. This lease is upon the express condition that if the lessee, its successors or assigns, fail to make any semi-annual payment of rent as hereinbefore stipulated, or to keep or perform any of its other covenants herein contained, and such default continues for one month after written notice thereof from the lessor to the lessee, then and in either case this lease may be terminated at the option of the lessor; and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate, without prejudice to its right of action for arrears of rent or for breach of covenant; and upon such entry the said term shall cease and be ended.

IN WITNESS WHEREOF, the said parties have caused these presents to be executed in duplicate by their respective presidents, thereunto duly authorized, and their respective corporate seals to be hereunto affixed, the day and year first above written.

APPROVAL OF TERMS OF LEASE OF THE WORCESTER & SHREWSBURY
RAILROAD TO THE WORCESTER CONSOLIDATED STREET RAILWAY
COMPANY.

In the matter of the joint petition of the Worcester Consolidated Street Railway Company and the Worcester & Shrewsbury Railroad Company for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed lease by and to said first-named company of the railroad, franchise and other property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that such lease has been authorized by chapter 511 of the Acts of 1896; that the convenience of the public will be promoted by the operation of the railway and railroad of said respective corporations under one management; that there will be no increase of capitalization or debt by reason of such lease; and that the proposed rental is not excessive;

Now, therefore, it appearing to the Board, upon the facts and for the reasons above stated, that the terms are reasonable and not injurious to the public interest, — it is

Ordered, That the terms and conditions of lease, including rates of fare, as set forth in the copy of indenture hereto annexed, be approved: *Provided, however*, that such lease shall not be valid or binding until the said terms and conditions, set forth as aforesaid, have been agreed to by a majority of the directors, and by a majority in interest of the stockholders of each of said corporations, at meetings duly called and held for that purpose.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 25, 1896.

[COPY.]

THIS INDENTURE, made this first day of July, in the year eighteen hundred and ninety-six, by and between the Worcester & Shrewsbury Railroad Company, hereinafter called the lessor, and the Worcester Consolidated Street Railway Company, hereinafter called the lessee, both being corporations established under the laws of the Commonwealth of Massachusetts, —

WITNESSETH that, under and pursuant to the provisions of chapter 511 of the Acts of 1896, the lessor hereby leases, demises and lets unto the lessee all and singular its railroad, franchise and other property of every description, including all rights, privileges, easements and appurtenances thereunto belonging, including also its rights under chapters 364 of the Acts of 1892 and 167 of the Acts of 1895, together with the right to demand and receive to the lessee's own use all tolls, rentals, revenue, income and

profits of the demised premises; subject, however, to the mortgage herein-after described.

TO HAVE AND TO HOLD the same unto the lessee, its successors and assigns, for the term of ninety-nine years, commencing with the day of the date hereof.

1. The lessor covenants that during the term of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers, and make all necessary records, reports and returns required by law, at its own expense.

2. The lessor covenants that, upon the reasonable request of the lessee, it will do and perform all such further acts, and will execute any and all such instruments, as are necessary or proper for the due protection, preservation and full enjoyment by the lessee of all the property, rights and privileges hereby demised, and for confirming, establishing and carrying into full effect the terms and provisions of this indenture according to its true intent and meaning; and that, in default thereof, the same may be done by the lessee, its successors and assigns, or its and their lawful agents, in the name and as the act of the lessor; and that the lessee may use the name of the lessor in bringing or defending any suits or proceedings in law or equity which may be necessary for the purposes aforesaid but the lessee shall save and hold the lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom

3. The lessor covenants that the amount of its funded debt now outstanding is twenty-two thousand dollars and no more, consisting of five per cent bonds secured by a mortgage of its real and personal property dated May 24, 1895, and recorded in Worcester District Registry of Deeds, Book 1474, page 508, said bonds maturing January 1, 1905; that all matured coupons and interest accruing on said bonds up to July 1, 1896, have been cancelled and paid; and that the lessor will issue no further bonds except to refund or in substitution for said outstanding bonds, and not to exceed the amount thereof. And the lessor covenants that, upon the approaching maturity of said outstanding bonds or of any subsequent issue of bonds in substitution therefor, it will, upon the request of the lessee, and subject to the provisions of the general laws then in force relating to the issue of bonds and mortgages by railroad companies, seasonably make, execute and issue new bonds to the same amount as that of the maturing bonds, and will secure the same by a mortgage of the demised premises, and will apply the new bonds or the proceeds thereof to the payment and cancellation of the maturing bonds; and that the new bonds shall be for such period, and at such rate of interest (not to exceed five per cent per annum), and that they and the mortgage securing them shall contain such usual and necessary terms and conditions, as the lessee shall approve, subject, however, to the provisions of the general laws aforesaid; and that, in case of neglect or failure to issue new bonds as aforesaid, the lessor will pay the maturing bonds according to their tenor; and will not during the continuance of this lease, except as aforesaid, extend the time of payment of any of its said bonds without the written consent of the lessee.

4. The lessor covenants that it has no floating indebtedness, and that all

of its lawful debts, and all lawful claims and demands against it, except the mortgage bonds aforesaid, have been fully paid and satisfied.

5. The lessor covenants, in case the lessee deems it advisable to sell any part of the real estate or personal property hereby demised, to execute and deliver such instruments as may be necessary to transfer its title therein to the vendee: *provided*, the proceeds of such sale are to be applied to the substitution of other property of equal value, or otherwise expended to increase the value of other property hereby demised; and the lessee covenants so to apply or expend the proceeds.

6. In consideration of the premises, the lessee covenants to pay as rent hereunder the sum of three thousand seven hundred and fifty dollars for each and every year during the term of this lease, in the manner following: The sum of eleven hundred dollars per annum, which is the amount of the annual interest on the mortgage bonds aforesaid, shall be paid to the trustees named in said mortgage, or their successors, in equal semi-annual instalments of five hundred and fifty dollars each, on the first days of January and July in each year, until the maturity of said bonds, the first payment to be made January 1, 1897, and the interest on any subsequent issue of bonds made as hereinbefore provided, shall be paid in like manner. The balance of said annual rent shall be paid to the lessor in equal semi-annual instalments, on the first days of January and July in each year, the first payment to be made January 1, 1897.

7. The lessee further covenants to pay all taxes and assessments whatsoever assessed to the lessor, or upon the demised property during the term of this lease, including the taxes of the year 1896; and also assumes and covenants to pay all lawful debts, claims and demands (if any) outstanding against the lessor at the date of this lease, excepting the principal of the mortgage bonds aforesaid, and the principal of any bonds hereafter issued in substitution therefor as hereinbefore provided.

8. The lessee from time to time, during the continuance of this lease, at its own cost, may make changes in the alignment, grades, gauge, and motive power of the demised railroad; may alter, discontinue, or change the location of the stations, depots, shops, side tracks, switches, and other buildings and structures appurtenant to or used in connection with said railroad; may lay a third rail upon the location thereof; may acquire necessary real estate, and may build extensions, branches, and additional stations, structures and equipments convenient for the operation of said railroad: *Provided, however*, that no such changes, extensions, additions, or other things aforesaid shall be made or done except as authorized by, and subject to and in conformity with, the provisions and requirements of the laws of said Commonwealth.

9. The lessee covenants to use and operate the demised railroad and property in accordance and compliance with the laws of said Commonwealth, to pay all cost and expense incident to the use and operation thereof, and to provide all cars, equipments, apparatus and structures of every description necessary for the due operation of said railroad, in addition to the property hereby demised.

10. The lessee covenants that, except while temporarily prevented by accident, storm, or other controlling emergency, it will, either on the line

hereby demised or on its own line parallel thereto, furnish facilities and accommodations for public travel at least equal to those heretofore furnished upon and over said demised line; and will not increase the single fare of five cents heretofore charged for the transportation of persons upon and over either of said lines; and will give to any passenger paying such fare, who may request the same, a free transfer over any of the railway or railroad lines, in the city of Worcester, which now are or hereafter may be under the control of the lessee, similar to the free transfers which are at the time issued by said lessee upon other branches of its railway system in said city.

11. The lessee covenants to save the lessor harmless from all suits, damage and expense by reason of any acts or omissions of the lessee in the operation, management or use of the demised premises during the continuance of this lease, and at its own expense to defend all suits that may be brought against the lessor or the leased property by reason of any such act or omission, and to pay all such sums as may be recovered as damages and costs in any such suit.

12 The lessee covenants to keep the demised property, and all additions and improvements that may be made thereto, insured for a reasonable amount, payable in case of loss to itself; and the lessee may receive from the insurance companies any payments made in case of loss, and shall apply the same to restore and replace the property injured or destroyed.

13. The lessee covenants to keep said railroad and other demised property in as good condition as at the inception of this lease; and, at the termination of the lease, to surrender said railroad and other demised property, and all such property as may have been substituted therefor, in like good order and condition.

14. The lessor and lessee covenant with each other that there shall be forthwith made a full and complete appraisal and inventory of the land, buildings, tracks, overhead construction, equipments and all other property of every nature and description demised by this lease. A copy of said inventory shall be furnished to the lessor and the lessee, and the same shall be conclusive evidence in any and all cases in which the question of the value and condition of said property at the time of making this lease shall arise between them. The said appraisal and inventory shall be made by two disinterested persons, one selected by the lessor and one by the lessee, who in case of any dispute or disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether terminated before or at the end of the term, a like appraisal and inventory shall be made of all the property then surrendered by the lessee to the lessor, including any extensions, branches, additions and improvements made by the lessee as aforesaid; and if the property surrendered is of greater or less value than the appraised value as shown by the inventory made at the commencement of this lease, the difference shall be adjusted and paid in money. The expense of making said appraisals and inventories shall be shared equally by lessor and lessee.

15. This lease is upon the express condition that if the lessee, its successors or assigns, fail to pay from time to time as aforesaid the interest on the lessor's bonded indebtedness as such interest falls due, or fail to make

any semi-annual payment of rent to the lessor as hereinbefore stipulated, or fail to keep or perform any of the other covenants on the part of the lessee herein contained, and such default continues for one month after written notice thereof from the lessor to the lessee, then and in either case this lease may be terminated at the option of the lessor; and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate, without prejudice to its right of action for arrears of rent or for breach of covenants; and upon such entry the said term shall cease and be ended.

IN WITNESS WHEREOF, the said parties have caused these presents to be executed in duplicate by their respective presidents, thereunto duly authorized, and their respective corporate seals to be hereunto affixed, the day and year first above written.

ISSUES OF STOCK AND BONDS.

Commonwealth Avenue Street Railway Company (of Newton) — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Commonwealth Avenue Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$30,000, in addition to the amount of \$45,000 now authorized and outstanding, and for the approval by the Board, under chapter 162 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$30,000, for the purpose of building and equipping the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$20,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Commonwealth Avenue Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 200 additional shares, amounting at the par value thereof to \$20,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$16,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed and track, including underground wiring, of the railway of said company upon the location heretofore duly granted

to said company in the city of Newton, by order of the board of aldermen dated June 18, 1895.

2. Stock to the amount of \$3,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of the overhead electrical construction for the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares, to the number necessary to produce the amount necessary for the purposes for which such increase is authorized as aforesaid, shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 10, 1896.

Commonwealth Avenue Street Railway Company (of Newton) — Issue of Mortgage Bonds.

In the matter of the petition of the Commonwealth Avenue Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$75,000, for the purpose of building and equipping the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$65,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Commonwealth Avenue Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$65,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipment, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely:—

1. Bonds to an amount not to exceed \$9,300 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of the overhead electrical construction for the operation of the railway of said company upon the location heretofore duly granted to said company in the city of Newton, by order of the board of aldermen dated June 18, 1895.

2. Bonds to an amount not to exceed \$39,400 par value, or the proceeds thereof, shall be applied solely to defraying the cost of the purchase and equipment of the rolling stock required for the operation of the said railway.

3. Bonds to an amount not to exceed \$16,300 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of the purchase of land and the erection thereon of a suitable car house for use in the operation of the said railway.

Provided, that the bonds of said company issued and outstanding shall at no time exceed the amount of the capital stock of said company actually paid in cash and expended in the construction and equipment of the railway aforesaid.

Attest:

WM. A. CRAFTS,
Clerk.

JANUARY 10, 1896.

West End Street Railway Company (of Boston)—Issue of Bonds.

In the matter of the petition of the West End Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$2,275,000, for the purpose of funding the indebtedness of said company secured by mortgage on real estate, and of refunding certain bonds of said company now outstanding,—

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds pro-

posed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$2,275,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said West End Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$2,275,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$725,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the indebtedness of said company secured by mortgage on real estate, outstanding September 1, 1895, as follows: —

Note secured by mortgage on Huntington Avenue land, . . .	\$250,000
Note secured by mortgage on Central Power Station property, . .	200,000
Note secured by mortgage on Bartlett Street Shops property, . .	150,000
Note secured by mortgage on Cambridge Power House property, . .	80,000
Note secured by mortgage on Blue Hill Avenue land, . . .	45,000
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Total,	\$725,000

2. Bonds to an amount not to exceed \$1,550,000 par value, or the proceeds thereof, shall be applied solely to paying, retiring and refunding other bonds issued or assumed by said company and outstanding March 1, 1895, to said amount of \$1,550,000, to wit: —

Metropolitan Railroad Co. 6 per cent bonds, due June 1, 1897, . .	\$500,000
Middlesex Railroad Co. 6 per cent bonds, due July 1, 1897, . .	200,000
Highland Street Railway Co. 6 per cent bonds, due January 1, 1898,	100,000
Cambridge Railroad Co. 5 per cent mortgage bonds, due April 1, 1903,	600,000
Charles River Street Railway Co. 5 per cent mortgage bonds, due April 1, 1904,	150,000
<hr/>	
Total,	\$1,550,000

Provided, however, and upon the express condition that no bonds shall be issued to pay and fund the mortgage indebtedness aforesaid, unless a mortgage note of an amount at least equal to the amount of

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bonds so issued is at the same time paid and cancelled, and the mortgage securing the same duly discharged ; and that no bond or bonds shall be issued to refund the outstanding bonds aforesaid, unless a bond or bonds of an amount at least equal to the amount of bonds so issued are at the same time paid, surrendered and cancelled ; and that no bonds shall be issued in excess of the actual amount necessary, including the premiums received thereon, to pay respectively the mortgage notes and bonds aforesaid.

Attest : Wm. A. CRAFTS,
Clerk

JANUARY 10, 1896.

Hingham Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Hingham Street Railway Company relative to the sale at auction of certain shares of capital stock of said company, which shares were authorized to be issued by orders of the Board dated March 18, 1895, and December 20, 1895, and which have been offered to the stockholders of said company as required by law, but some of which have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than their par value in cash ; and that the *Boston Daily Advertiser*, *Boston Journal* and *Boston Evening Transcript* be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest : Wm. A. CRAFTS,
Clerk.

JANUARY 23, 1896.

Springfield Street Railway Company — Issue of Bonds.

In the matter of the petition of the Springfield Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$200,000, for the purpose of funding its floating debt incurred in construction and equipment, —

It appearing, after a public hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of bonds to the amount aforesaid has been authorized by a vote of the stockholders of said company at a meeting called for the purpose ; that the purpose for which it is proposed to issue said bonds is necessary and lawful ; that the amount of bonds proposed to be issued will not ex-

ceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$200,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Springfield Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$200,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, amounting to \$233,471.36, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

FEBRUARY 6, 1896.

Blackstone Valley Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Blackstone Valley Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of building and equipping its railway, —

It appearing, after public notice and hearing, that said company has been duly organized under the general law of this Commonwealth, and is authorized to construct and operate a railway in the towns of Millbury, Sutton and Grafton on locations duly granted therein; that the authorized capital stock of said company is \$100,000, and that the issue thereof is necessary in order to enable said company to construct and equip its said railway; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose aforesaid, — it is

Ordered, That the Board approve an issue of capital stock by the said Blackstone Valley Street Railway Company, subject to the provisions of all laws applicable to such issue, to the amount of \$100,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway tracks of said company upon the locations heretofore duly granted to said company in the towns aforesaid, including land and buildings and rolling stock

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necessary for the operation thereof. The shares of said stock are to be issued to the subscribers therefor, or their assigns, upon the full payment of the par value thereof in cash.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 10, 1896.

Newton & Boston Street Railway Company—Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Newton & Boston Street Railway Company for the approval by the Board, under chapters 420 of the Acts of 1893, and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$25,000, in addition to the amount of \$100,000 now authorized and outstanding, for the purpose of paying and capitalizing a portion of the floating debt of said company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$25,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Newton & Boston Street Railway Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 250 additional shares, amounting at the par value thereof to \$25,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying and capitalizing a portion of the floating debt of said company incurred in extending its tracks, purchasing new equipment, constructing a power station, and acquiring property to be used in connection with the operation of its railway, in accordance with the provisions of section 1 of chapter 420 of the Acts of 1893.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous

sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Ordered, also, That the order of the Board dated August 4, 1893, authorizing an issue of capital stock by said company to the amount of \$40,000, is hereby, with the consent of said company, revoked and rescinded, no stock having been issued under the same.

Attest :

WM. A. CRAFTS,
Clerk.

FEBRUARY 18, 1896.

Newton & Boston Street Railway Company—Issue of Mortgage Bonds.

In the matter of the petition of the Newton & Boston Street Railway Company for the approval by the Board, under chapters 145 of the Acts of 1892 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$25,000, for the purpose of funding a portion of its unfunded debt,—

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by chapter 145 of the Acts of 1892, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$25,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified,— it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Newton & Boston Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$25,000 par value, payable at periods not exceeding thirty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, franchise, and other property of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the unfunded debt of said company (including real estate mortgages) incurred in extending its tracks, purchasing new equipment, constructing a power station, and acquiring property to be used in connection with the operation of its railway, in accordance with

the provisions of section one of chapter 420 of the Acts of 1893 : *provided*, that no bonds or bond shall be issued, which, with all other bonds outstanding, shall at any time exceed the amount of the capital stock of said company actually paid in cash.

Attest :

WM. A. CRAFTS,
Clerk.

FEBRUARY 18, 1896.

Norfolk Suburban Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Norfolk Suburban Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$75,000, in addition to the amount of \$125,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$75,000, for the purpose of paying indebtedness incurred in construction, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board, in view of the surplus earnings of said company, that an issue of capital stock to the amount of \$62,500 only is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Norfolk Suburban Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 625 additional shares, amounting at the par value thereof to \$62,500; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely : —

1. Stock to the amount of \$50,000 par value, or the proceeds thereof, shall be applied solely to paying the indebtedness which has been incurred by said company in building the Mattapan branch of its railway in the city of Boston, and in making other permanent additions to construction and equipment.

2. Stock to the amount of \$12,500 par value, or the proceeds thereof, shall be applied solely to completing the track and overhead construction of the Mattapan branch; to the purchase of additional rolling stock necessary for the operation of the company's railway; and to the building of an additional car house.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and ten dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 18, 1896.

Blackstone Valley Street Railway Company—Issue of Mortgage Bonds.

In the matter of the petition of the Blackstone Valley Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889, and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$75,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company, at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that a present issue of bonds to the amount of \$20,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Blackstone Valley Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$20,000 par value, payable at periods not ex-

ceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied to the purchase of the necessary rolling stock for the operation of the railway of said company.

2. Bonds to an amount not to exceed \$5,000 par value, or the proceeds thereof, shall be applied to defraying the cost of generators, machinery and equipment for generating electric power for operating the railway of said company.

3. Bonds to an amount not to exceed \$5,000 par value, or the proceeds thereof, shall be applied to paying such necessary cost incurred in constructing and equipping the railway of said company as is not provided for in this order and in the order of the Board, dated February 10, 1896, authorizing an issue of capital stock by said company to the amount of \$100,000.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 4, 1896.

Holyoke Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Holyoke Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$150,000, in addition to the amount of \$250,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$150,000, for the purpose of liquidating its floating indebtedness, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$150,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Holyoke Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,500 additional shares, amounting at the par value thereof to \$150,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely:—

1. Stock to the amount of \$108,500 par value, or the proceeds thereof, shall be applied solely to paying the net floating indebtedness of said company, amounting to \$135,205.50, incurred in the construction and equipment of its railway.

2. Stock to the amount of \$33,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power a second track of the railway of said company upon its line to West Springfield.

3. Stock to the amount of \$8,500 par value, or the proceeds thereof, shall be applied solely to the purchase of additional rolling stock necessary for the operation of said company's railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 4, 1896.

Braintree & Weymouth Street Railway Company—Sale of New Shares at Auction.

In the matter of the application of the Braintree & Weymouth Street Railway Company regarding the sale at auction of certain shares of the capital stock of said company, which shares were authorized to be issued by an order of the Board dated March 26, 1895, and which have been offered to the stockholders of said company as required by law, but some of which have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in Arcanum Hall, at Washington Square in the town of Weymouth, to the highest bidder at not less than their par value in cash; and that the *Boston Advertiser, Journal* and *Transcript* be prescribed as the daily newspapers in

which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale, and that such notice be also published the two weeks next preceding the sale in the *Weymouth Gazette* and the *Braintree Reporter*.

Attest :

WM. A. CRAFTS,
Clerk.

MARCH 17, 1896.

Lynn & Boston (Street) Railroad Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the Lynn & Boston Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$54,000, in addition to the amount of \$1,100,000 now authorized, for the purpose of providing means for the payment of debts, for building and equipping extensions of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said company was authorized, by chapter 517 of the Acts of 1894, to increase its capital stock from time to time, by a vote of two-thirds in interest of its stockholders at a meeting called and held for that purpose, to an amount not exceeding \$3,000,000 in addition to the amount then authorized by its charter, "for the purpose of providing means for the payment of debts, building and extending lines and equipping the same for operation by electricity, and other construction purposes;" that an increase by the amount of \$54,000 under said act has been duly authorized by a vote of the stockholders passed February 1, 1896; that the purposes of the proposed increase appear to be within the provisions of said chapter 517 of the Acts of 1894, and that an increase of capital stock is necessary in order to enable said company to carry out the same; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purposes for which such increase has been so authorized, as hereinafter specified, — it is

Ordered, That the Board approve an increase of the capital stock of the said Lynn & Boston Railroad Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 400 additional shares, amounting at the par value thereof to \$40,000; the said shares, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. To paying necessary cost of new construction, as follows :

Mystic River viaduct, second payment under St. 1892, c. 374, . . .	\$4,388
New main track, as per schedule filed with petition, . . .	9,313
New and extended turnouts, as per ditto, . . .	11,398
New electric feed lines, as per ditto, . . .	8,105
New block paving, Lafayette Street, Salem, . . .	296
Total, . . .	<hr/> \$33,500

2. To paying necessary cost of additional equipment, as follows :

Twenty-four cars and electric equipment of same, 26 sets of snow scrapers, 54 sets of fenders, 58 sets of heaters and 17 registers, .	\$25,933
Sturtevant blower for Chelsea power station, . . .	800
Total, . . .	<hr/> \$26,733

Ordered, also, That the balance of the shares of capital stock, or proceeds thereof, authorized to be issued by the petitioner by an order of the Board dated July 3, 1895, amounting to \$10,233, which balance the petitioner does not now desire to apply to the purposes in that order specified, may be applied to the purposes in this order specified as above.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share.

Attest: Wm. J. McCULLOUGH,

Assistant Clerk.

MARCH 18, 1896.

Lynn & Boston (Street) Railroad Company—Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Lynn & Boston Railroad Company for leave to increase the capital stock of said company, under chapter 543 of the Acts of 1894, by the amount of \$58,500, in addition to the amount of \$1,140,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to said amount of \$58,500, for the purpose of providing means for the payment of cer-

tain expenses incurred, and to be incurred, in the change of its motive power from horse power to electric power, as set forth in said petition, —

It appearing, after public notice and hearing, and upon an investigation by the Board, that said petition has been duly authorized by vote of the stockholders of said company passed February 1, 1896; that certain expenses have been and will be incurred by said company in the change of its motive power as aforesaid, and are necessary to such change; that an increase of capital stock for the purpose of paying a reasonable portion of said expenses is consistent with the public interests, and within the intent of said chapter 543 of the Acts of 1894; and

It being deemed by the Board that an issue of capital stock to the amount of \$30,000 is reasonably requisite for the purpose for which such increase is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Lynn & Boston Railroad Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 300 additional shares, amounting at the par value thereof to \$30,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: —

To defraying a portion of the necessary cost incurred in reconstruction incident to change from horse to electric motive power, as follows:

Reconstruction of sundry tracks, as per schedule filed with the petition,	\$9,939
Special reconstruction work, Central Square, Malden,	415
Reconstructing Wenham Horse Railway line,	29,274
Strengthening and altering Wenham car-house for electric railway use,	1,200
Total,	\$40,828

Ordered, also, That the balance of the capital stock, or proceeds thereof, authorized to be issued by the petitioner by an order of the Board dated July 5, 1895, which balance, amounting to \$3,828, the petitioner does not now desire to apply to the purposes in that order specified, may be applied to the purpose herein specified as above.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share;

Attest,

WM. J. McCULLOUGH,
Assistant Clerk.

MARCH 19, 1896.

Pittsfield Electric Street Railway Company—Increase and Issue of Capital Stock.

In the matter of the petition of the Pittsfield Electric Street Railway Company for leave to increase the capital stock of said company, under chapter 119 of the Acts of 1896, by the amount of \$40,000, in addition to the amount of \$40,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of building and equipping an extension of the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Pittsfield Electric Street Railway Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 400 additional shares, amounting at the par value thereof to \$40,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the location heretofore duly extended and granted to said company in the city of Pittsfield.

The capital stock herein authorized to be issued may be subscribed and paid for in cash at par, pursuant to the provisions of chapter 472 of the Acts of 1894.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 25, 1896.

Greenfield & Turner's Falls Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Greenfield & Turner's Falls Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company as authorized in its certificate of incorporation, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith;
 and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized as aforesaid, — it is

Ordered, That the Board approve the issue by the said Greenfield & Turner's Falls Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of capital stock, amounting at the par value thereof to \$50,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Greenfield, Deerfield and Montague. Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon full cash payment of the par value thereof.

Any issue of stock heretofore made by said company, within and in accordance with the terms of this order, is hereby ratified and confirmed.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 3, 1896.

Montague Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Montague Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of building and equipping the railway of said company as authorized in its certificate of incorporation, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized as aforesaid, — it is

Ordered, That the Board approve the issue by the said Montague Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 400 shares of capital stock, amounting at the par value thereof to \$40,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the location heretofore duly granted to said company in the town of Montague. Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon full cash payment of the par value thereof.

Any issue of stock heretofore made by said company, within and in accordance with the terms of this order, is hereby ratified and confirmed.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 3, 1896.

Pittsfield Electric Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Pittsfield Electric Street Railway Company for the approval by the Board, under chapters 119 of the Acts of 1896 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$35,000, for the purpose of building and equipping an extension of the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by chapter 119 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the

franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$35,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Pittsfield Electric Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$35,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$12,000 par value, or the proceeds thereof, shall be applied to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the locations heretofore duly extended and granted to said company in the city of Pittsfield and in the town of Dalton.

2. Bonds to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied to the purchase of such additional rolling stock as may be necessary for the operation of the railway of said company, including the aforesaid extension.

3. Bonds to an amount not to exceed \$8,000 par value, or the proceeds thereof, shall be applied to the purchase of land and the erection and equipment of a car house necessary for the operation of the railway of said company, including the aforesaid extension.

Attest: WM. A. CRAFTS,

Clerk.

APRIL 9, 1896.

Haverhill, Georgetown & Danvers Street Railway Company — Issue and Increase of Capital Stock, and Market Value of New Shares.

In the matter of the petitions of the Haverhill, Georgetown & Danvers Street Railway Company, and of the directors thereof, for authority to issue the original capital stock of said company, fixed at \$10,000, and to increase the said capital stock by the amount of \$50,000, and to issue the same, under chapters 366 of the Acts of 1887, 384 of the Acts of 1893, and 462 of the Acts of 1894, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petitions have been duly authorized by votes of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and that such issue and increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$60,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue and increase, subject to the provisions of all general and special laws applicable to such issue and increase, of the capital stock of the said Haverhill, Georgetown & Danvers Street Railway Company to an amount not to exceed in the whole 600 shares, amounting at the par value thereof to \$60,000; the said stock, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$45,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for overhead electric power the railway of said company upon locations heretofore duly granted to said company in the towns of Bradford, Groveland and Georgetown.

2. Stock to the amount of \$10,700 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of rolling stock necessary for the operation of said railway.

3. Stock to the amount of \$4,300 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of a car house necessary for the operation of said railway.

In case said company shall build and equip as aforesaid less than 5.63 miles of railway, including turnouts, the several amounts of stock to be issued as above shall be proportionately reduced.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 10, 1896.

Mystic Valley Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Mystic Valley Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public hearing, that said petition has been duly authorized by vote of the stockholders of said company; that said company has been recently incorporated under the general law, with an authorized capital stock of \$40,000, for the purpose of constructing and operating a street railway; that an issue of capital stock is necessary in order to enable said company to carry out the said purpose; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Mystic Valley Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 400 shares of its capital stock, amounting at the par value thereof to \$40,000; the said stock, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Stoneham and Winchester, and of providing the rolling stock and all other equipment necessary for the operation thereof.

The said shares are to be issued to the subscribers to the capital stock of said company upon the full payment of the par value thereof in cash; and in case less than three and one-fourth miles of railway are built and equipped as aforesaid, the amount of stock to be issued as above shall be reduced proportionately.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 14, 1896.

Quincy & Boston Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Quincy & Boston Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$165,000, in addition to the amount of \$300,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said

company to the amount of \$165,000, for the purpose of building and equipping extensions of the railway of said company, and for other purposes set forth in said petition,—

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$120,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified,— it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Quincy & Boston Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,200 additional shares, amounting at the par value thereof to \$120,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely:—

1. Stock to the amount of \$10,100 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the location heretofore duly extended and granted to said company in the town of Weymouth to the Hingham line, known as the East Weymouth extension.

2. Stock to the amount of \$54,100 par value, or the proceeds thereof, shall be applied solely to paying and capitalizing the floating debt of said company, amounting to \$65,000, which has been incurred in the construction of its railway and in permanent additions to its real and personal property and equipment.

3. Stock to the amount of \$14,500 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company, including said extension.

4. Stock to the amount of \$17,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of increasing the capacity of the boilers, engines, generators, and other machinery, apparatus and appliances of the power plant of said company, for the generation of electric power for railway operation.

5. Stock to the amount of \$14,000 par value, or the proceeds thereof, shall be applied solely to paying the cost of reconstructing five miles of track on Hancock and Washington streets, with 58-

pound T rail; the difference only between the cost of the proposed new construction and the cost of new construction like that now existing, to be so paid.

6. Stock to the amount of \$9,800 par value, or the proceeds thereof, shall be applied solely to the purchase of additional land and the building of a brick addition to the car house of said company in Quincy.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty dollars per share.

Attest: WM. A. CRAFTS,

Clerk.

APRIL 15, 1896.

Greenfield & Turner's Falls Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Greenfield & Turner's Falls Street Railway Company for authority to increase the capital stock of said company, under chapters 366 of the Acts of 1887 and 105 of the Acts of 1896, by the amount of \$50,000, in addition to the amount of \$50,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of purchasing the railway and property of the Montague Street Railway Company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said first-named company, that said increase has been duly authorized by said chapter 105 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Greenfield & Turner's Falls Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely:—

1. Stock to the amount of \$40,000 par value, or the proceeds thereof, shall be applied solely to providing the money required for the purchase of the railway and property of the said Montague Street Railway Company, to wit, the sum of \$40,000 in cash, which sum is to be paid to said last-named company, or to the stockholders thereof, in accordance with the terms of purchase and sale approved by the Board by its order of even date herewith.

2. Stock to the amount of \$10,000 par value, or the proceeds thereof, shall be applied solely to paying the floating debt of the said Montague Street Railway Company, outstanding at the time of the purchase aforesaid, and to be assumed by said purchasing company in accordance with the terms of purchase and sale approved by the Board as aforesaid.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 8, 1896.

Greenfield & Turner's Falls Street Railway Company— Issue of Mortgage Bonds.

In the matter of the petition of the Greenfield & Turner's Falls Street Railway Company for the authorization and approval by the Board, under chapters 316 of the Acts of 1889, 462 of the Acts of 1894, and 105 of the Acts of 1896, of an issue of mortgage bonds by said company to the amount of \$100,000, for the purpose of purchasing the railway and property of the Montague Street Railway Company, funding its own floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such

further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 105 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Greenfield & Turner's Falls Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$100,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of its railway, equipments, franchise, and other property, real and personal; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$28,000 par value, or the proceeds thereof, shall be applied solely to paying the floating debt of the Montague Street Railway Company outstanding at the time of the purchase of its railway and property by the petitioner, and to be assumed by the petitioner in accordance with the terms of purchase approved by the Board by its order of even date herewith.

2. Bonds to an amount not to exceed \$68,000 par value, or the proceeds thereof, shall be applied solely to funding the existing floating debt of said petitioning company, which has been incurred in the construction of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

3. Bonds to an amount not to exceed \$4,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of said company's railway.

Provided, however, That no bonds shall be issued, which, with bonds previously issued, shall exceed in all the outstanding capital stock of the company at the time actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 5, 1896.

Hanover Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Hanover Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$30,000, in addition to the amount of \$20,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, including such increase, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000, including such increase, is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Hanover Street Railway Company by an amount not to exceed \$30,000, in addition to the amount of \$20,000 now authorized, and also the issue by said company, subject to the provisions of all laws applicable to such issue, of not to exceed in all 500 shares of capital stock, including said increase, amounting at the par value thereof to \$50,000; the said increase and issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power, including the necessary buildings and rolling stock, the railway of said company upon the locations heretofore duly granted to said company in the towns of Hanover and Norwell.

Provided, however, that, if said company builds and equips as aforesaid less than five miles of main railway track, the amount of capital stock issued by said company shall be proportionately reduced.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 18, 1896.

Lynn & Boston (Street) Railroad Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the Lynn & Boston Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$89,700, in addition to the amount of \$1,170,000 now outstanding or authorized, for the purpose of providing means for the further equipment of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said company was authorized, by chapter 517 of the Acts of 1894, to increase its capital stock from time to time, by a vote of two-thirds in interest of its stockholders at a meeting called and held for that purpose, to an amount not exceeding \$3,000,000 in addition to the amount then authorized by its charter, "for the purpose of providing means for the payment of debts, building and extending lines and equipping the same for operation by electricity, and other construction purposes ;" that an increase by the amount of \$89,700 under said act has been duly authorized by a vote of the stockholders passed February 1, 1896 ; that the purposes of the proposed increase appear to be within the provisions of said chapter 517 of the Acts of 1894, and that an increase of capital stock is necessary in order to enable said company to carry out the same ; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,800 is reasonably requisite for the purposes for which such increase has been so authorized, as hereinafter specified, — it is

Ordered, That the Board approve an increase of the capital stock of the said Lynn & Boston Railroad Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 508 additional shares, amounting at the par value thereof to \$50,800 ; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely : —

To paying the actual and necessary cost of the following additional equipment for the operation of the railway of said company : 20 open 10-bench cars, 58 Peckham motor trucks, 31 General Electric

800 double equipments, 2 snow ploughs, electric headlights for 450 cars, 242 sets of car fenders, and six sets of car scrapers.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 18, 1896.

Lynn & Boston (Street) Railroad Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Lynn & Boston Railroad Company for leave to increase the capital stock of said company, under chapter 543 of the Acts of 1894, by the amount of \$90,300, in addition to the amount of \$1,220,800 now outstanding or authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to said amount of \$90,300, for the purpose of providing means for the payment of certain expenses to be incurred in the change of its motive power from horse power to electric power, as set forth in said petition, —

It appearing, after public notice and hearing, and upon an investigation by the Board, that said petition has been duly authorized by vote of the stockholders of said company passed February 1, 1896; that certain expenses will be incurred by said company in the change of its motive power as aforesaid, and are necessary to such change; that an increase of capital stock for the purpose of paying a reasonable portion of said expenses is consistent with the public interests, and within the intent of said chapter 543 of the Acts of 1894; and

It being deemed by the Board that an issue of capital stock to the amount of \$45,200 is reasonably requisite for the purpose for which such increase is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Lynn & Boston Railroad Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 452 additional shares, amounting, at the par value thereof, to \$45,200; the said shares, or the

proceeds thereof, to be applied to the following purpose, and no other, namely: —

To defraying a portion of the actual and necessary cost to be incurred in reconstruction incident to change from horse to electric motive power, as follows: —

1. Reconstruction with heavier material and more substantial work, as required for electric operation, of certain tracks, curves, turnouts, switches, frogs, railroad crossings, and other special construction, in the cities of Beverly, Chelsea, Lynn, Malden and Salem, and in the towns of Danvers, Marblehead, Revere, Saugus and Stoneham, as per schedule and detailed description contained in a report (pages 1 to 4) of Gilbert Hodges, consulting engineer, dated May 11, 1896, on file in this office with the petition in this case. Allowed cost not to exceed \$52,650.

2. Reconstruction of 29 horse cars into electric cars. Allowed cost not to exceed \$3,850.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

MAY 19, 1896.

Norfolk Suburban Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Norfolk Suburban Street Railway Company regarding the sale at auction of certain shares of the capital stock of said company which were authorized to be issued by an order of the Board dated February 18, 1896, and which have been offered to the stockholders of said company as required by law, but some of which have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston, to the highest bidder at not less than their par value in cash; and that the *Boston Advertiser, Journal and Transcript* be prescribed as the daily

4. Stock to the amount of \$9,500 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of the rolling stock necessary for the operation of said railway.

Provided, however, that if less than 4.85 miles of main railway track are built and equipped by said company as aforesaid, the several amounts above specified shall be proportionately reduced.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: Wm. A. CRAFTS,
Clerk.

JUNE 10, 1896.

Rockport Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Rockport Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$125,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of \$125,000; that the issue of said capital stock has been authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the present purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Rockport Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 1,000 shares of its capital stock, amounting at the par value thereof to \$100,000; the said issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$67,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the city of Gloucester and in the town of Rockport.

2. Stock to the amount of \$14,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system for the operation of said railway.

3. Stock to the amount of \$14,500 par value, or the proceeds thereof, shall be applied solely to the purchase and the electric and other equipment of the rolling stock necessary for the operation of said railway.

4. Stock to the amount of \$3,500 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of a car house suitable for the uses of said company.

Provided, however, that if said company builds and equips as aforesaid less than seven and one-half miles of main railway track, the several amounts of stock authorized to be issued for the foregoing purposes shall be proportionately reduced.

The said shares are to be issued proportionally to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of such shares in cash.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 8, 1896.

Brockton Street Railway Company—Increase and Issue of Capital Stock; and Market Value of New Shares.

In the matter of the petition of the directors of the Brockton Street Railway Company for the approval by the Board, under chapters 462 and 516 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$110,000, in addition to the amount of \$596,000 now authorized and outstanding, for the purpose of building and equipping an extension of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, that the said company was authorized by said chapter 516 of the Acts of 1894 to increase its capital stock by an amount not to exceed \$500,000, in addition to the amount of \$250,000 then outstanding, for the purpose (among others) of extending its lines and equipping the same for operation by electricity, and for other construction purposes; that said company has been also authorized by chapter 375 of the Acts of 1896 to extend its tracks into the town of Easton; that an increase of capital stock by the amount of \$110,000 for the purposes aforesaid has been authorized by a vote of two-thirds in interest of the stockholders of said company at a meeting called and held for that purpose; and that an increase of capital stock is necessary in order to enable said company to carry out the aforesaid purposes; and

It being deemed by the Board that an issue of capital stock to the amount of \$104,000 is reasonably requisite for the purposes for which such issue has been so authorized, as hereinafter specified, — it is

Ordered, That the Board approve an increase of the capital stock of the said Brockton Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,040 additional shares, amounting at the par value thereof to \$104,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$43,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the locations heretofore duly extended and granted to said company on Torrey Street in the city of Brockton and on Main Street in the town of Easton.

2. Stock to the amount of \$53,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building a brick addition to said company's power station in Brockton, and to equipping the same with additional boilers, condensers and heaters for 600 horse power, with additional engines, pumps and steam piping, and with an additional 500-kilo generator and power station instruments.

3. Stock to the amount of \$8,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company by electricity, including the extension aforesaid.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and five dollars per share; and that any shares not subscribed for by the stockholders entitled to take the same, be sold by public auction in the city of Boston, notice of the time and place of such sale to be published at least five times, during the ten days immediately preceding such sale, in the *Boston Daily Advertiser, Transcript and Journal*, and the *Brockton Daily Enterprise*.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 20, 1896.

Gardner Electric Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Gardner Electric Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that the said company has been duly organized under the general law of this Commonwealth, with an authorized capital stock of \$50,000; that said capital stock has been subscribed and paid in, and the issue thereof authorized by the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue by the said Gardner Electric Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to \$50,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the town of Gardner. Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, who have fully paid the par value thereof in cash.

Any issues of shares heretofore made by said company, within and in accordance with the terms of this order, are hereby ratified and confirmed.

Attest: Wm. J. McCULLOUGH,
Assistant Clerk.

JULY 20, 1896.

Gardner Electric Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Gardner Electric Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889, and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$30,000, for the purpose of funding the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such

further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$30,000 is reasonably requisite for the purposes for which such issue is authorized, as specified in the following order, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Gardner Electric Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$30,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$25,000 par value, or the proceeds thereof, shall be applied to funding the existing floating debt of said company which has been incurred in the construction of its railway, and in the purchase of real and personal estate necessary or convenient for the operation thereof.

2. Bonds to an amount not to exceed \$5,000 par value, or the proceeds thereof, shall be applied to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company, and to making an addition to its car house.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JULY 20, 1896.

West Roxbury & Roslindale Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of building the railway of said company, —

It appearing, after a public hearing, that said company has been duly organized under the general law of this Commonwealth for the purpose of constructing and operating a street railway, with an authorized capital stock of \$100,000, and that the issue thereof is necessary in order to enable said company to construct its railway; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose aforesaid, — it is

Ordered, That the Board approve an issue of capital stock by the said West Roxbury & Roslindale Street Railway Company, subject to the provisions of all laws applicable to such issue, to the amount of \$100,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of constructing the roadbed and tracks of the railway of said company upon the locations heretofore duly granted to it in the city of Boston and in the town of Dedham.

The shares of said stock are to be issued to the subscribers therefor, or their assigns, upon the full payment of the par value thereof in cash.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 24, 1896.

West Roxbury & Roslindale Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the West Roxbury & Roslindale Street Railway Company for leave to increase the capital stock of said company, under chapter 366 of the Acts of 1887, by the amount of \$50,000, in addition to the amount of \$100,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose aforesaid, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said West Roxbury & Roslindale Street Railway Company by the issue of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of constructing the roadbed and tracks of the railway of said company upon the locations heretofore duly granted and extended to it in the city of Boston and in the town of Dedham.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. J. McCULLOUGH.

Assistant Clerk.

JULY 24, 1896.

West Roxbury & Roslindale Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the West Roxbury and Roslindale Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$150,000, for the purpose of building and equipping for electric power the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said

posed reduction is consistent with the public interest and with the limitations imposed by the laws to which said company is subject, — it is

Ordered, That the Board authorize a reduction of the capital stock of the said Warren, Brookfield & Spencer Street Railway Company from the amount of \$200,000 to the amount of \$150,000: *provided, however*, that no money or other property of said company shall be paid or transferred to the stockholders thereof in making such reduction or in connection therewith.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 30, 1896.

Shelburne Falls & Colrain Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Shelburne Falls & Colrain Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after a public hearing and upon investigation by the Board, that said company has been chartered by chapter 79 of the Acts of 1896 with an authorized capital stock of \$50,000; that the issue of said capital stock has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Shelburne Falls & Colrain Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to \$50,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building the roadbed and track, including right of way and bridges, of the railway of said company upon the locations heretofore duly granted to it in the towns of Shelburne and Colrain.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 30, 1896.

Warren, Brookfield & Spencer Street Railway Company— Issue of Capital Stock.

In the matter of the petition of the directors of the Warren, Brookfield & Spencer Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$150,000, for the purpose of building and equipping the railway of said company, —

It appearing, after a hearing and upon investigation by the Board, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$150,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Warren, Brookfield & Spencer Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 1,500 shares of its capital stock, amounting at the par value thereof to \$150,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the original locations heretofore duly granted to said company in the towns of Warren, West Brookfield, Brookfield and Spencer.

Provided, however, that if said company builds and equips as aforesaid less than thirteen miles of main railway track, the amount of capital stock to be so issued shall be proportionately reduced.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 31, 1896.

Leominster & Clinton Street Railway Company— Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Leominster & Clinton (heretofore known as the Clinton) Street Railway Company for permission to increase the capital stock of said company, under chapter 378 of the Acts of 1896, by the amount of \$120,000, in addition to the amount of \$30,000 now authorized and outstanding, and

for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$120,000, for the purpose of building and equipping an extension of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after a public hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that such increase of capital stock has been authorized by said chapter 378 of the Acts of 1896, and is necessary in order to enable said company to carry out said purposes in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$120,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Leominster & Clinton Street Railway Company by the issue of not to exceed 1,200 additional shares, amounting at the par value thereof to \$120,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$67,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed and track of an extension of the railway of said company upon the locations heretofore duly extended and granted to said company in the towns of Lancaster and Leominster.

2. Stock to the amount of \$15,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system required for the operation of said extension.

3. Stock to the amount of \$25,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of the rolling stock necessary for the operation of said extension.

4. Stock to the amount of \$12,500 par value, or the proceeds thereof, shall be applied solely to the erection of a brick car house and power house necessary for the operation of the railway of said company, including said extension, the said houses to be erected on land owned by said company.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,
Clerk.

JULY 31, 1896.

Shelburne Falls & Colrain Street Railway Company—Issue of Mortgage Bonds.

In the matter of the petition of the Shelburne Falls & Colrain Street Railway Company for the approval by the Board, under chapters 79 of the Acts of 1896 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 79 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Shelburne Falls & Colrain Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$50,000 par value, payable at periods not exceeding thirty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of the franchise and property of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$8,000 par value, or the proceeds thereof, shall be applied to providing the necessary means for completing the construction of the roadbed and track of said

company's railway upon the locations heretofore duly granted to it in the towns of Shelburne and Colrain.

2. Bonds to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied to defraying the cost of constructing the overhead electric system for operating said railway.

3. Bonds to an amount not to exceed \$7,000 par value, or the proceeds thereof, shall be applied to the purchase of land and the erection thereon of buildings necessary for the operation of said railway.

4. Bonds to an amount not to exceed \$16,000 par value, or the proceeds thereof, shall be applied to the installation and equipment of an electric power plant suitable for the operation of said railway.

5. Bonds to an amount not to exceed \$4,000 par value, or the proceeds thereof, shall be applied to the purchase and equipment of such rolling stock as may be necessary for the operation of said railway.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 18, 1896.

Lowell & Suburban Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Lowell & Suburban Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$360,000, in addition to the amount of \$840,000 already authorized, of which \$800,000 is now outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$360,000, for the purpose of building and equipping branches and extensions of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; and that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$360,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Lowell & Suburban Street Railway Company by the issue, subject to the provisions of all laws applicable to such

issue, of not to exceed 3,600 additional shares, amounting at the par value thereof to \$360,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$30,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon locations heretofore duly granted to it in the town of Tewksbury.

2. Stock to the amount of \$30,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon locations heretofore duly granted to it in the towns of Chelmsford and Tyngsborough.

3. Stock to the amount of \$14,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of vestibule and open cars necessary for the operation of the railway of said company, including said extensions.

4. Stock to the amount of \$85,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of enlarging the power house of said company, and to the purchase and installation of engines, boilers, condensers, dynamos and other machinery and appliances required for increasing the capacity of the electric power plant of said company.

5. Stock to the amount of \$201,000 par value, or the proceeds thereof, shall be applied solely to paying and capitalizing the floating debt of said company, which has been heretofore incurred in building and equipping duly located branches and extensions of the railway of said company, and in making other authorized additions to its permanent property.

And the said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and fifteen dollars per share.

And it appearing, after an examination of the assets and liabilities of said company, and upon an appraisal of the constructed tracks, the equipments, and the other real and personal property of said company, exclusive of its franchise, at the present cost and market values thereof, that the capital stock of said company shows an impairment to the amount of \$233,025.49; and that such impairment

is apparently due to the reduction in present cost and market values as compared with those existing at the time of the construction and acquisition of much of the appraised property, — it is

Ordered, That, as a condition of the aforesaid increase of capital stock, and as a requirement imposed on said company, the dividends declared or paid by said company to its stockholders shall not exceed six per cent in any one year, so long as such impairment, or any part thereof, continues to exist.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 25, 1896.

Springfield Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Springfield Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$200,000, in addition to the amount of \$1,000,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$200,000, for the purpose of building and equipping an extension of the railway of said company, paying and capitalizing its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$166,700 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Springfield Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,667 additional shares, amounting at the par value thereof to \$166,700; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$20,000 par value, or the proceeds

thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power, including rolling stock, an extension of the railway of said company to Tatam in the town of West Springfield, upon locations duly granted to said company.

2. Stock to the amount of \$146,700 par value, or the proceeds thereof, shall be applied solely to paying and capitalizing the floating debt of said company heretofore incurred in building and equipping for electric power authorized branches and extensions of the railway of said company, and in making necessary additions to its power plant, car houses, and other permanent property.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and fifty dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 29, 1896.

Warren, Brookfield & Spencer Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the directors of the Warren, Brookfield & Spencer Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$125,000, for the purpose of paying and funding the floating debt and extending the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said

company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$125,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Warren, Brookfield & Spencer Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$125,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$68,000 par value, or the proceeds thereof, shall be applied solely to funding the existing floating debt of said company, which has been incurred in the construction of its railway and in the purchase of real and personal estate necessary for the operation thereof.

2. Bonds to an amount not to exceed \$38,500 par value, or the proceeds thereof, shall be applied solely to providing the necessary means for the construction of the roadbed and track, and for the overhead electrical equipment, of an extension of the railway of said company from Warren Centre to West Warren, in the town of Warren.

3. Bonds to an amount not to exceed \$7,500 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of rolling stock necessary for the operation of the railway of said company, including said extension.

4. Bonds to an amount not to exceed \$11,000 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection of a car house, and to the purchase and installation of engine, boiler, generator and other machinery and appliances for the establishment of an additional electric power plant for the operation of said company's railway, including said extension.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 5, 1896.

Gloucester, Essex & Beverly Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the directors of the Gloucester, Essex & Beverly Street Railway Company for the approval by the Board, under chapters 159 of the Acts of 1893 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount

of \$140,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 159 of the Acts of 1893, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$125,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Gloucester, Essex & Beverly Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$125,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction of its railway, and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 5, 1896.

Interstate Consolidated Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the Interstate Consolidated Street Railway Company for leave to increase the capital stock of said company by the amount of \$70,000, in addition to the amount of \$330,000 already authorized, of which amount \$300,000 is now outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$70,000, for the purpose of retiring the outstanding bonds of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an exam-

ination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that said company was authorized by an order of this Board, dated December 26, 1895, to issue its mortgage bonds to the amount of \$50,000 par value, for the purpose in said order specified; that the said bonds have been issued, but have not been sold, and are now pledged as collateral security for the floating debt of the company created for the said purpose; that said company now desires to retire and cancel the said bonds, and to issue in lieu thereof its capital stock to the same amount, and to apply the said stock, or the proceeds thereof, to the same purpose for which the said issue of bonds was authorized as aforesaid; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that the capital investment and indebtedness of the company will not thereby be increased; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Interstate Consolidated Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying the notes payable or other indebtedness of said company contracted in the acquisition of its properties, for which the bonds aforesaid are now pledged as collateral security, and to retiring the said bonds: *provided*, that no shares of stock shall be issued under this order until at least an equal amount at par of said outstanding bonds has been from time to time surrendered and cancelled; and the said order of December 26, 1895, and all authority given said company to issue bonds, are hereby rescinded and revoked.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 6, 1896.

People's Street Railway Company (of West Newbury) — Issue of Capital Stock.

In the matter of the petition of the People's Street Railway Company for the approval by the board, under chapters 220 of the Acts of 1892 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company was chartered by said chapter 220 of the Acts of 1892, with power to construct, maintain and operate a street railway in the town of West Newbury and city of Newburyport, with an authorized capital stock not to exceed \$100,000; that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is lawful and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue by the said People's Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 500 shares of capital stock, amounting at the par value thereof to \$50,000; the said shares, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$40,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed and tracks of the railway of said company upon the locations heretofore duly granted to said company in the city of Newburyport, by orders of the board of aldermen dated October 24, 1893, and June 26, 1895, and in the town of West Newbury, by an order of the selectmen dated October 20, 1893.

2. Stock to the amount of \$9,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system, including track bonding, necessary for the operation of said railway.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares respectively in cash.

The order heretofore issued by the Board under date of July 1, 1895, approving an issue of capital stock by said company to the amount of \$30,000, is hereby revoked and rescinded, no stock having been issued thereunder.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 12, 1896.

People's Street Railway Company (of West Newbury) — Issue of Mortgage Bonds.

In the matter of the petition of the People's Street Railway Company for the approval by the Board, under chapters 220 of the Acts of 1892 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 220 of the Acts of 1892, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company required to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said People's Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$50,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of the railway and franchise, and any part of the other property, real and personal, of said company, now owned or hereafter acquired; the said bonds, or the proceeds thereof, to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$1,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of completing the construction of the overhead electric system necessary for the operation of the railway of said company upon the locations heretofore duly granted to said company in the city of Newburyport, by orders of the board of aldermen dated October 24, 1893, and June 26, 1895, and in the town of West Newbury, by an order of the selectmen dated October 20, 1893.

2. Bonds to an amount not to exceed \$7,500 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection and equipment thereon of a car house, stable and car station, and also to the erection thereon of a power house, necessary for the operation of said railway.

3. Bonds to an amount not to exceed \$18,500 par value, or the

proceeds thereof, shall be applied solely to the purchase and installation in said power house of the machinery and apparatus necessary for the generation of electric power for the operation of said railway.

4. Bonds to an amount not to exceed \$23,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of rolling stock and vehicles necessary for the operation of said railway by electric power.

Provided, however, that no bonds shall be issued for any of the aforesaid purposes until the capital stock of said company to the amount of \$50,000 has been subscribed and fully paid in cash, and the said amount of \$50,000 has been expended in the building of the roadbed and tracks of said company, and in constructing the overhead electric system for the same, upon the locations above described.

The order heretofore issued by the Board under date of July 1, 1895, approving an issue of bonds by said company to the amount of \$30,000, is hereby revoked and rescinded, no bonds having been issued thereunder.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 12, 1896.

Hingham Street Railway Company—Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Hingham Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$15,000, in addition to the amount of \$145,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$15,000, for the purpose of paying and capitalizing a portion of the floating debt of said company,—

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$14,500 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified,—it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Hingham Street Railway Company by the issue of not to exceed 145 additional shares, amounting at the par value thereof to \$14,500; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying and capitalizing a portion, to wit, \$14,500, of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of permanent property necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 15, 1896.

Hingham Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Hingham Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$15,000, for the purpose of paying and funding a portion of the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$15,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Hingham Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$15,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$11,000 par value, or the proceeds thereof, shall be applied solely to paying and funding a portion, to wit, \$11,000, of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of permanent property necessary for the operation thereof.

2. Bonds to an amount not to exceed \$4,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of said railway.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 15, 1896.

Athol & Orange Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Athol & Orange Street Railway Company for the approval by the Board under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$60,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been incorporated under the general law of this Commonwealth, with an authorized capital stock of \$60,000; that the issue of said capital stock has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Athol & Orange Street Railway Company of not to exceed 600 shares of its capital stock, amounting at the par value thereof to \$60,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Athol and Orange.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash; and any issues of stock heretofore made by said company, within and in accordance with the terms of this order, are hereby ratified and confirmed.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 22, 1896.

Leominster & Clinton Street Railway Company—Issue of Mortgage Bonds.

In the matter of the petition of the Leominster & Clinton Street Railway Company for the approval by the Board, under chapters 378 of the Acts of 1896 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$125,000, for the purpose of building and equipping its railway and funding its floating debt contracted therein, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon such further investigation as was deemed requisite, that an issue of mortgage bonds for the purposes aforesaid has been authorized by said chapter 378 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$125,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Leominster & Clinton Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$125,000 par value, payable at periods not exceeding thirty years from the date thereof, with in-

terest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely:—

1. Bonds to an amount not to exceed \$8,500 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company incurred in the construction of the roadbed, track and overhead electric system of an extension of its railway upon locations duly granted in the towns of Lancaster and Leominster, in accordance with the provisions of said chapter 378 of the Acts of 1896.

2. Bonds to an amount not to exceed \$4,500 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company incurred in the purchase and equipment of rolling stock necessary for the operation of said extension.

3. Bonds to an amount not to exceed \$5,500 par value, or the proceeds thereof, shall be applied solely to paying, retiring and re-funding other bonds of said company now outstanding, to wit, an issue of five per cent bonds to the amount of \$5,500, maturing April 1, 1914.

4. Bonds to an amount not to exceed \$19,500 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company which had been incurred and was outstanding May 7, 1896, as authorized by said chapter 378 of the Acts of 1896.

5. Bonds to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company incurred in the purchase of land and the erection thereon of a car house, power house, and other necessary buildings for the use of said company and its employees in the operation of its railway.

6. Bonds to an amount not to exceed \$39,500 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company incurred in the equipment of its power plant with generators and other electric apparatus, and in the erection of a dam and other works, machinery and appliances necessary for the generation of electricity by water power.

7. Bonds to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the floating debt of said company incurred in the purchase of land for the storage of water and for flowage rights, such purchase not to exceed said amount of \$15,000.

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8. Bonds to an amount not to exceed \$17,500 par value, or the proceeds thereof, shall be applied solely to funding the floating debt of said company incurred in the purchase of land, with the improvements and equipments thereon, for use as a pleasure resort, as authorized by an order of the Board of even date herewith.

An order of the Board passed March 30, 1894, authorizing an issue by said company of mortgage bonds to the amount of \$25,000, of which amount \$5,500 only have been issued, is hereby revoked and rescinded as regards any further issue of bonds thereunder.

Attest :

WM. A. CRAFTS,

Clerk.

NOVEMBER 12, 1896.

Quincy & Boston Street Railway Company—Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 130 of the Acts of 1896, of an issue of capital stock by said company to the amount of \$110,000, in addition to the amount of \$420,000 now outstanding or authorized, for the purpose of providing means for the purchase of the railway, franchise and property of the Braintree Street Railway Company, —

It appearing, after public notice and hearing, that such purchase, and an increase and issue of capital stock therefor, have been authorized by said chapter 130 of the Acts of 1896 ; that the proposed purpose is lawful and consistent with the public interest ; that an increase and issue of capital stock are necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$80,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Quincy & Boston Street Railway Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 800 additional shares, amounting at the par value thereof to \$80,000 ; the said shares, or the proceeds thereof, to be applied to the following purposes, and no other, namely : —

1. Stock to the amount of \$21,000 par value, or the proceeds thereof, shall be applied solely to providing the means for the purchase of the railway, franchise, property, rights and easements of the Braintree Street Railway Company, by an exchange of shares or by cash payment for the shares of the capital stock of said last-named

company, in the manner and upon the conditions set forth in an order of the Board of even date herewith, approving the terms of such purchase.

2. Stock to the amount of \$30,000 par value, or the proceeds thereof, shall be applied solely to paying, retiring and cancelling the funded debt of said Braintree Street Railway Company, consisting of \$35,000 (par value) of six per cent first mortgage bonds which mature July 25, 1914, and which are to be assumed and paid by the petitioner as one of the terms of the purchase aforesaid: *provided*, that no part of said \$30,000 of stock shall be issued unless thereby all of said bonds can be fully paid, retired, and finally cancelled.

3. Stock to the amount of \$29,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of the said Braintree Street Railway Company, which debt is also to be assumed and paid by the petitioner as one of the terms of purchase approved as aforesaid.

Provided, That no stock shall be issued for any of the purposes above specified, until the railway, franchise, and all the property of said Braintree Street Railway Company shall have been duly conveyed and transferred to the petitioner, in the manner and upon the terms approved as aforesaid; nor until such increase and issue of capital stock have been first authorized by the vote of a majority in interest of the stockholders of said company at a meeting duly called for the purpose.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares, excepting such shares as may be used for the purposes of exchange as aforesaid, shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that such market value be fixed at one hundred and twenty dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 16, 1896.

Dighton, Somerset & Swansea Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the directors of the Dighton, Somerset & Swansea Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of

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1896, by the amount of \$50,000, in addition to the amount of \$125,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of paying and capitalizing the floating debt of said company incurred in the construction and equipment of its railway, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company for railway purposes, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Dighton, Somerset & Swansea Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to an amount not to exceed \$40,000 par value, or the proceeds thereof, shall be applied solely, to paying and capitalizing the existing floating debt of said company, which has been incurred in the construction and equipment of its railway upon the locations heretofore duly granted to said company in the towns of Dighton and Somerset.

2. Stock to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of additional cars, including registers, headlights, fenders and heaters, to the erection of stations and platforms for passengers, and to the purchase and equipment of other property necessary for the operation of the railway of said company.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 24, 1896.

Southbridge & Sturbridge Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Southbridge & Sturbridge Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$60,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said company has been recently incorporated under the general law with an authorized capital stock of \$60,000; that said capital stock has been duly subscribed and paid in; that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such issue will not be beyond the value of the property of said company; and

It being deemed by the Board that an issue of capital stock to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Southbridge & Sturbridge Street Railway Company of not to exceed 600 shares of its capital stock, amounting at the par value thereof to \$60,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying and capitalizing the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Southbridge and Sturbridge.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 24, 1896.

Southbridge & Sturbridge Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Southbridge & Sturbridge Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$50,000, for the purpose of paying and funding the floating debt of said company incurred in the construction and equipment of its railway, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Southbridge & Sturbridge Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$50,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$47,500 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

2. Bonds to an amount not to exceed \$2,500 par value, or the proceeds thereof, shall be applied solely to the purchase and equip-

ment of snow ploughs, of heaters and scrapers for cars, and to the erection of a waiting station for passengers.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 24, 1896.

Newton Street Railway Company — Increase and Issue of Capital Stock.

In the matter of the petition of the Newton Street Railway Company for the approval by the Board, under chapters 375 of the Acts of 1893 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$75,000, in addition to the amount of \$135,000 previously authorized and outstanding, for the purpose of building and equipping extensions of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that said company has been authorized by said chapter 375 of the Acts of 1893 to increase its capital stock for the purposes aforesaid; that the proposed purposes are necessary and lawful, and consistent with the public interest; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$75,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Newton Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 750 additional shares, amounting at the par value thereof to \$75,000; the said issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely: To defraying the necessary cost of building and equipping for electric power extensions of the railway of said company upon locations heretofore duly extended and granted to said company in the city of Waltham and town of Watertown, to the purchase of real estate necessary for the operation of its railway, for additional equipment, and for the building or procuring of power stations and car houses, in accordance with the provisions of said chapter 375 of the Acts of 1893.

Any issues of shares heretofore made by said company within and in accordance with the terms of this order are hereby ratified and confirmed.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 11, 1896.

Newton Street Railway Company — Increase and Issue of Capital Stock, and Market Value of New Shares.

In the matter of the petition of the Newton Street Railway Company for the approval by the Board, under chapters 375 of the Acts of 1893 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$105,000, in addition to the amount of \$210,000 now authorized and outstanding, for the purpose of building and equipping extensions of the railway of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that said company has been authorized by said chapter 375 of the Acts of 1893 to increase its capital stock for the purposes aforesaid; that the proposed purposes are necessary and lawful, and consistent with the public interest; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$105,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Newton Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,050 additional shares, amounting at the par value thereof to \$105,000; the said issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to an amount not to exceed \$48,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company from Newton to Waltham, on the Bemis line, so called.

2. Stock to an amount not to exceed \$14,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company to Auburndale in the city of Newton.

3. Stock to an amount not to exceed \$25,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary additional cost (in excess of the cost of the old track) of reconstructing with heavier rails, block paving, etc., 12,600 feet of track on Washington Street in the city of Newton, including additional feeders for the overhead electric system.

4. Stock to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company.

5. Stock to an amount not to exceed \$3,000 par value, or the proceeds thereof, shall be applied solely to defraying the cost, or a portion thereof, of building a car house for use in the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionally to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 11, 1896.

PLEASURE RESORTS.

*Gloucester & Rockport Street Railway Company — Park at Briar Neck,
in Gloucester.*

In the matter of the petition of the Gloucester & Rockport Street Railway Company for the approval by the Board, under chapter 316 of the Acts of 1895, of the acquisition and maintenance by said company of certain real estate, situate at “Briar Neck,” so called, in the city of Gloucester, for use as a pleasure resort, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said petition has been authorized by vote of the stockholders of said company, and that the acquisition and maintenance of the pleasure resort in question may be not only advantageous to said company but beneficial to the public, — it is

Ordered, That the Board approve the acquisition by the said Gloucester & Rockport Street Railway Company of five adjacent parcels of land, situate at said Briar Neck in the city of Gloucester, containing about 11.6 acres, with the buildings, improvements, fixtures and equipments now on said land or used in connection therewith for purposes of lawful recreation and pleasure. Reference is to be had for a description of said land to two several deeds of Willard B. Ferguson and others to said company, both dated January 28, 1895, and recorded with Essex (South District) deeds in Book 1437, pages 33 and 35; also to a deed of Francis W. Homans and others to said company, dated February 12, 1895, and recorded with said deeds in Book 1478, page 548; also to a plan of said land made by Joseph R. Carr, civil engineer, entitled “Proposed Park Reservation for the Gloucester & Rockport Street Railway”; copies of which deeds and plan are on file with the petition in this office.

The real estate and property aforesaid are to be held, equipped, maintained and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of said chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,
Clerk.

JUNE 15, 1896.

*Fitchburg & Leominster Street Railway Company — Whalom Park
in Lunenburg and Leominster.*

In the matter of the petition of the Fitchburg & Leominster Street Railway Company for the approval by the Board, under chapter 316 of the Acts of 1895, of the acquisition and maintenance by said company of certain real estate, known as "Whalom Park," for use as a pleasure resort, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said petition has been authorized by vote of the stockholders of said company, and that the acquisition and maintenance of the pleasure resort in question may be not only advantageous to said company but beneficial to the public, — it is

Ordered, That the Board approve the acquisition by the said Fitchburg & Leominster Street Railway Company of two adjoining parcels of land, situate in the towns of Lunenburg and Leominster, containing 55 acres, more or less, with the buildings, improvements, fixtures and equipments now on said land or used in connection therewith for purposes of lawful recreation and pleasure. Reference is to be had for a description of said land to the deed of Stillman Haynes to said company, dated August 1, 1893, and recorded in the Worcester (North District) Registry of Deeds, Book 68, page 23; and to the deed of Daniel Putnam to Henry A. Willis, dated August 11, 1896, and recorded in said Registry of Deeds, Book 102, page 81; and also to a plan of said land on file with the petition in this office. The cost of said parcels of land, with the improvements and equipments now thereon, is not to exceed \$15,400.

The real estate and property aforesaid are to be held, equipped, maintained and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of said chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 28, 1896.

Leominster & Clinton Street Railway Company — Park in Leominster.

In the matter of the petition of the Leominster & Clinton Street Railway Company for the approval by the Board, under chapter 316 of the Acts of 1895, of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said petition has been authorized by vote of

the stockholders of said company, and that the acquisition and maintenance of such pleasure resort may be not only advantageous to the company but beneficial to the public, — it is

Ordered, That the Board approve the acquisition by the said Leominster & Clinton Street Railway Company of a tract of land, situate in the town of Leominster, containing 82 acres and 39,480 square feet, more or less, with the buildings, improvements, fixtures and equipments now thereon or used in connection therewith for purposes of lawful recreation and pleasure. Said land lies on the northeasterly side of Lancaster Street, in said town, and includes the greater portion of the premises formerly known as the “linen mill lot,” with other parcels of land and water adjacent thereto. Reference is to be had for more particular description and boundary to a plan on file with the petition in this office, entitled “Plan of Land for the Leominster & Clinton Street Railway Park,” dated November 5, 1896.

The real estate and property aforesaid are to be acquired by said company at a cost not to exceed \$17,600, and are to be held, equipped, maintained and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of said chapter 316 of the Acts of 1895.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 12, 1896.

JOINT USE OF TRACKS.

The Hanover and the Rockland & Abington Street Railway Companies.

In the matter of the petition of the Hanover Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Rockland & Abington Street Railway Company in the town of Rockland, after notice and public hearing, — it is

Ordered, That the Board approve the authority of the said Hanover Street Railway Company to run its cars over and use the tracks of the said Rockland & Abington Street Railway Company on Webster and Union streets in the town of Rockland, as set forth in a contract proposed to be entered into by said companies, a copy of which contract is on file in this office: *subject, however*, to such rights as the selectmen of said town have, or may hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of the railways of said companies within the limits of said town.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 18, 1896.

The Commonwealth Avenue (of Newton) and the Newton & Boston Street Railway Companies.

On the petition of the Commonwealth Avenue Street Railway Company for the approval by the Board of an arrangement to run its cars over and use the tracks of the Newton & Boston Street Railway Company on Walnut Street in the city of Newton, between Commonwealth Avenue and the terminus of said Newton & Boston Street Railway in Newtonville in said city, —

The Newton & Boston Street Railway Company having also requested that said petition be granted, and not desiring to be heard thereon, — it is

Ordered, That the Board approve the arrangement made by the Commonwealth Avenue Street Railway Company to run its cars over and use the tracks of the Newton & Boston Street Railway Company on Walnut Street in the city of Newton, between Commonwealth Avenue and the terminus of said Newton & Boston Street Railway in Newtonville in said city.

Attest:

WM. A. CRAFTS,

Clerk.

AUGUST 5, 1896.

The Newton & Boston and the Commonwealth Avenue (of Newton) and Wellesley & Boston Street Railway Companies.

In the matter of the application of the Newton & Boston Street Railway Company for the approval of the joint use by said company of certain tracks of the Commonwealth Avenue Street Railway Company and the Wellesley & Boston Street Railway Company, — it is

Ordered, That the Board approve the authority of the said Newton & Boston Street Railway Company to run its cars over the tracks of the said Commonwealth Avenue Street Railway Company and Wellesley & Boston Street Railway Company, on Commonwealth Avenue and Washington Street in the city of Newton, in the manner and within the limits set forth in an agreement entered into by said companies under date of September 11, 1896, a copy of which agreement is on file in this office: *subject, however*, to such rights as the board of aldermen of said city have, or may hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of said railways.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 21, 1896.

The Haverhill, Georgetown & Danvers and the Lowell, Lawrence & Haverhill Street Railway Companies.

In the matter of the petition of the Haverhill, Georgetown & Danvers Street Railway Company for approval of authority to run its cars over and use the tracks of the Lowell, Lawrence & Haverhill Street Railway Company on certain streets in the town of Bradford and city of Haverhill, —

It appearing that all parties in interest have been notified, and have consented thereto or have waived further notice in writing, — it is

Ordered, That the Board approve the authority given to the said Haverhill, Georgetown & Danvers Street Railway Company to run its cars over and use the tracks of the said Lowell, Lawrence & Haverhill Street Railway Company, on Main Street in said town of Bradford, between its junction with Salem Street and the highway bridge connecting Bradford and Haverhill, and on said bridge, and on Bridge Street in said city of Haverhill, by and in accordance with the provisions of chapter 384 of the Acts of 1893, and with the terms of an agreement entered into by and between said street railway companies on October 24, 1896, a copy of which agreement is on file with the petition in this office: *subject, however*, to such rights as the selectmen of said town and the board of aldermen of said city have, or may

hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of said railways within their respective limits.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 19, 1896.

LOCATIONS AND USE OF ELECTRIC POWER.

West Roxbury & Roslindale Street Railway Company—Approval of Locations and of the Use of Electric Power in Boston.

In the matter of the application of the West Roxbury & Roslindale Street Railway Company for approval of locations, all parties appearing to be interested having received or waived notice, — it is

Ordered, That the Board approve the locations granted said company by the board of aldermen of the city of Boston, by its order of June 8, 1896, on Washington and South streets in said city ; and that permission be also given for making such underground and surface alterations, and for the erection and use of such structures, in said streets, as are necessary to establish and maintain the electric overhead system of motive power for the operation of its railway upon the locations aforesaid, pursuant to the terms of said order.

Attest :

WM. J. McCULLOUGH,
Assistant Clerk.

JUNE 15, 1896.

West End Street Railway Company — Approval of Locations and of the Use of Electric Power in Boston, Brookline, Cambridge, Everett, Medford and Somerville.

On the petition of the West End Street Railway Company, after due notice and a public hearing, at which the petitioner was represented by its vice-president and no party appeared to object, — it is

Ordered, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 96 to 112, inclusive, in the records of said city ; also certain locations of tracks and poles, electric rights and joint use of poles of other corporations, granted to said company by the boards of aldermen of the cities of Cambridge, Somerville, Medford and Everett, respectively, and by the selectmen of the town of Brookline, as set forth in a "Memorandum of locations" dated March 5, 1896, and filed with the petition in the office of the Board.

Attest :

WM. A. CRAFTS,
Clerk.

JULY 15, 1896.

CHANGE OF NAME.

CHANGE OF NAME OF CLINTON STREET RAILWAY COMPANY TO LEOMINSTER & CLINTON STREET RAILWAY COMPANY.

LEOMINSTER, July 11, 1896.

I hereby certify that the following is a true copy of a vote passed unanimously at a special meeting of the stockholders of the Clinton Street Railway Company, duly called and held for this among other purposes at Leominster, May 27, 1896, a majority of the stockholders being present, and 250 shares being represented, at the meeting.

GEORGE H. COOK,
Clerk.

[COPY.]

Voted, That this corporation change its name to *Leominster & Clinton Street Railway Company*, as authorized by chapter 378 of the Acts of the Legislature of the year 1896.

ORGANIZATION OF NEW STREET RAILWAY COMPANIES.

Certificates of compliance with the requirements of the general law preliminary to incorporation, were issued to the following new street railway companies, during the last calendar year: —

Brockton, Bridgewater & Taunton,	July	20, 1896.
Mystic Valley,	March	23, 1896.
Norfolk Central,	April	15, 1896.
Randolph,	May	19, 1896.
Rockport,	May	18, 1896.
Southbridge & Sturbridge,	February	18, 1896.
Warren, Brookfield & Spencer,	February	21, 1896.
West Roxbury & Roslindale,	February	19, 1896.
Woburn & Reading,	May	7, 1896.

[F.]

MISCELLANEOUS ORDERS.

ISSUE OF CAPITAL STOCK AND BONDS BY THE MASSACHUSETTS MARITIME CANAL COMPANY.

IN BOARD OF RAILROAD COMMISSIONERS AND HARBOR AND LAND
COMMISSIONERS, SITTING AS A JOINT BOARD, September 29, 1896.

In the matter of the petition of the Massachusetts Maritime Canal Company for the approval by the said joint Board, under chapters 542 of the Acts of 1896 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$6,000,000, and also of an issue of bonds by said company to the amount of \$6,000,000, for the purpose of building and equipping a ship canal, and of defraying the cost and expense incident thereto, as set forth in said petition, —

It appearing, after public notice and hearing, that said company has been chartered by said chapter 542 of the Acts of 1896 for the purpose of constructing and maintaining a ship canal extending from Buzzard's bay to Cape Cod or Barnstable bay, through the towns of Bourne and Sandwich, or either of them, with an authorized capital stock of \$6,000,000, and with authority also to issue bonds not to exceed its capital stock at the time actually paid in ; and

It being deemed by the said joint Board that an issue of capital stock and an issue of bonds by said company to an amount not to exceed \$6,000,000 each, to be issued from time to time as hereinafter provided, may be reasonably requisite for the purposes for which such issues have been authorized as aforesaid, — it is

Ordered, That the said joint Board approve an issue by the said Massachusetts Maritime Canal Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed in the whole 60,000 shares of its capital stock, amounting at the par value thereof to \$6,000,000, and of not to exceed in the whole at the par value thereof \$6,000,000 of its bonds, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of its franchise, canal, equipment, and all of its property, real and personal ; the said stock and bonds, or the proceeds thereof, to be applied to

the purposes set forth and specified in said chapter 542 of the Acts of 1896, and to no other purpose; and the issues of the said stock and bonds to be made in the manner and upon the terms and conditions following, and not otherwise: —

1. The capital stock of said company shall be duly subscribed, and said company shall be duly organized, and its corporate organization shall be duly maintained, as regards the choice of officers and otherwise, in the manner provided in the general laws of this Commonwealth relating to railroad corporations. It shall have its office and hold its meetings in this Commonwealth; and its books, records and contracts shall be submitted to said joint Board, whenever requested by it, for examination.

2. No shares of stock or bonds shall be issued except upon payment of the par value thereof in cash, or in payment for labor performed and material furnished in construction, or in payment for property acquired, as authorized by said chapter 542 of the Acts of 1896.

3. All certificates of stock and all bonds of said company shall be certified and issued only by and through the New England Trust Company of Boston, or some other Massachusetts trust company approved by said joint Board, under an indenture of trust of which the terms and conditions have been also so approved; and the same trust company shall be made the trustee in the mortgage securing the bonds.

4. Upon the due authorization by votes of the stockholders of said Canal Company of issues of its capital stock and mortgage bonds to the amounts aforesaid, and upon the due execution and delivery of such indenture of trust and mortgage, said Canal Company may execute and deliver to such trust company its certificates of stock and mortgage bonds to an amount not exceeding at par \$6,000,000 each; but the said certificates of stock and bonds shall be certified and issued by such trust company only as follows: —

(1) Stock to the amount of \$100,000, and bonds to a like amount, shall be certified and issued to said Canal Company, or its order, as soon as a deposit of \$200,000 has been made by said Canal Company with the treasurer of the Commonwealth, in accordance with the provisions of section 23 of said chapter 542 of the Acts of 1896.

(2) Said trust company may certify and issue in like manner such further amounts of stock and bonds, not to exceed in the aggregate (including the issues above mentioned) \$6,000,000 each, as from time to time, on the application of said Canal Company, shall have been approved and certified by said joint Board, in the manner provided in chapter 462 of the Acts of 1894, as reasonably requisite to enable said Canal Company, promptly and in good faith, to carry

out the purposes set forth and specified in said chapter 542 of the Acts of 1896: *provided*, that the total amount of bonds so approved, certified and issued shall at no time exceed the total amount of capital stock then actually paid in and outstanding as aforesaid.

JOHN E. SANFORD,	}	<i>Railroad Commissioners.</i>
WILLIAM J. DALE, JR.,		
GEORGE W. BISHOP,		

WOODWARD EMERY,	}	<i>Harbor and Land Commissioners.</i>
CHAS. H. HOWLAND,		

DISMISSAL OF PETITION OF CAPE COD SHIP CANAL COMPANY.

IN BOARD OF HARBOR AND LAND COMMISSIONERS AND RAILROAD
COMMISSIONERS, SITTING AS A JOINT BOARD, November 13, 1896.

In the matter of the application of the Old Colony Railroad Company for the dismissal of a petition of the Cape Cod Ship Canal Company, —

It appearing that said last-named company, on October 22, 1891, filed with said joint Board a petition, under chapter 222 of the Acts of 1887, asking said Board to determine, *first*, the point or points at which, by alteration of the location of the Old Colony Railroad Company, it should cross the Cape Cod Ship Canal, and, *second*, the question whether said canal should be crossed by a public highway, and, if so, at what point and in what manner;

And it also appearing that no final order has been passed, or decision made, on said petition by said joint Board, and that for a long time no steps have been taken in behalf of the petitioner for the further prosecution thereof, — it is

Ordered, The counsel of record for the petitioner having been notified and making no objection thereto, that the said petition be dismissed for want of prosecution.

WOODWARD EMERY,	}	<i>Harbor and Land Commissioners.</i>
CHARLES H. HOWLAND,		

JOHN E. SANFORD,	}	<i>Railroad Commissioners.</i>
GEORGE W. BISHOP,		

[G.]

EXPENSES OF OFFICE.

Rent of office,	\$2,500 00
Janitor and messenger,	600 00
Bridge Engineer and other experts,	3,288 00
Expenses of Railroad Inspectors,	445 19
Stenography and extra clerical service,	105 52
• Printing and binding,	346 97
Stationery and office supplies,	192 65
Newspapers and periodicals,	76 45
Advertising,	18 75
Telephone and telegrams,	169 05
Postage,	135 00
Expressage,	101 06
Travelling expenses,	54 75
Typewriter supplies,	49 04
Carpets, furniture and repairs,	143 12
Gas and ice,	33 20
Sundry incidentals,	71 33
<hr/>	
Total Office Expenses, *	\$8,330 08

* Not including salaries fixed by statute.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1896.

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	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
ATTLEBOROUGH BRANCH. (See N. Y., N. H. & Hartford.)									
BERKSHIRE. (See New York, New Haven & Hartford.)									
BOSTON & ALBANY.	Boston.	Albany, N. Y.,	201.650	162.350	235.290 ¹	195.990 ¹	186.870	158.620	623.810
Athol.	Springfield.	Athol.	45.260	45.260	—	—	8.170	8.170	58.430
Grand Junction.	Cottage Farm.	East Boston.	9.450	9.450	5.110	5.110	27.260	27.260	41.820
Milford.	S. Framingham.	Milford.	12.000	12.000	—	—	5.570	5.570	17.570
Milbury.	Milbury Jct.	Milbury Village.	3.000	3.000	—	—	.600	.600	3.600
Newton Highlands.	Beacon St., Boston.	Riverside Jct.	9.890	9.890	9.890	9.890	5.530	5.530	25.310
Newton Lower Falls.	Riverside Jct.	Newton L. Falls.	1.090	1.090	—	—	.640	.640	1.730
Saxonville.	Natick.	Saxonville.	3.700	3.700	—	—	1.710	1.710	5.410
Spencer.	Spencer.	South Spencer.	2.180	2.180	—	—	1.050	1.050	3.230
Hudson.	Chatham, N. Y.	Hudson, N. Y.	17.330	—	1.000	—	7.230	—	25.560
North Brookfield.	East Brookfield.	North Brookfield.	4.000	4.000	—	—	1.370	1.370	5.370
Pittsfield & North Adams.	Pittsfield.	North Adams.	18.550	18.550	—	—	6.690	6.690	25.240
Prov., Webster & Springfield.	Webster Jct.	Webster.	11.230	11.230	—	—	3.260	3.260	14.490
Ware River.	Palmer.	Winchendon.	49.350	49.350	—	—	6.690	6.690	56.040
BOSTON & LOWELL. (See Boston & Maine.)									
BOSTON & MAINE.	Boston.	Portland, Me.,	115.310	86.560	82.040 ²	44.350 ²	114.350	72.910	311.700
	Boston.	State Line, N. H.,	41.450	41.450	39.410	39.410	55.740	55.740	136.600
	Conway Jct., Me.	No. Conway, N. H.,	73.870	—	—	—	20.840	—	94.210
Asbury Grove.	Wenham.	Asbury Grove.	1.060	1.060	—	—	.260	.260	1.320

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN) (BRANCHES IN ITALICA.)	1.—TERMINI.		2.—LENGTH OF LINE.		3.—SECOND TRACK.		4.—SIDE TRACK.		5.—Total Length computed as Single Track.
	From	To	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	
BOSTON & MAINE—Con.									
Central Massachusetts, .	No. Cambridge,	Northampton,	98.770	98.770	—	—	23.600	23.600	122.370
Connecticut River, .	Springfield,	Keene, N. H.,	74.000	50.080	36.000	36.000	54.150	47.180	164.150
Chicopee Falls, .	Chicopee,	Chicopee Falls,	2.350	2.350	—	—	2.790	2.790	5.140
Easthampton, .	Mt. Tom Jct.,	Easthampton,	3.500	3.500	—	—	1.160	1.160	4.660
Danvers, .	Wakefield Jct.,	Danvers,	9.260	9.260	—	—	1.320	1.320	10.580
Horn Pond Branch,	Woburn Branch,	Horn Pond, .	.663	.663	—	—	.076	.076	.739
Lowell & Andover, .	Lowell, .	Lowell Junction,	8.730	8.730	8.730	8.730	6.180	6.180	23.640
Nashua, Acton & Boston,	North Acton,	Nashua, N. H.,	20.120	15.140	—	—	4.090	3.350	24.210
Nashua & Lowell, .	Lowell, .	Nashua, N. H.,	14.500	9.250	14.500	9.250	11.570	6.550	40.570
Newburyport, .	Bradford, .	Newburyport,	26.980	26.980	—	—	5.020	5.020	32.000
New York, New Haven & Hartford,* .	Georgetown, .	Danvers, .	4.210	4.210	—	—	—	—	4.210
Stony Brook, .	North Acton, .	Concord Junction,	13.160	13.160	—	—	4.580	4.580	17.740
Worcester, Nashua & Rochester, .	No. Chelmsford,	Ayer Junction, .	94.480	39.460	18.130	18.130	46.130	24.980	158.740
Kennebunk & Kennebunkport,	Worcester,	Rochester, N. H.,	4.500	—	—	—	.980	—	5.480
Portland, Saco & Portsmouth,	Kennebunk, Me.,	Kennebunkp't, Me.,	50.760	—	—	—	17.160	—	67.920
Concord & Montreal, .	State Line, Me.,	Portland, Me.,	180.710	—	—	—	112.820	—	328.100
Franklin & Tilton, .	Nashua, N. H.,	Groveton, N. H.,	4.950	—	34.570	—	2.300	—	7.250
Hedding, .	Franklin, N. H.,	Tilton, N. H.,	.660	—	—	—	—	—	.660
Hooksett, .	E. Hedding, N. H.,	Hedding Camp Ground, N. H.,	7.590	—	—	—	8.750	—	11.840
	Hooksett, N. H.,	Bow Jct., N. H.,							

Lake Shore,	Lakeport, N. H.,	Alton Bay, N. H.,	17.280	-	-	1.530	-	18.810
Manchester & No. Weare,	Manchester, N. H.,	Henniker, N. H.,	24.500	-	-	3.770	-	28.270
Mount Washington,	Wing Road, N. H.,	Mt. Washington, N. H.,	20.170	-	-	11.850	-	32.020
New Boston,	Parker's, N. H.,	New Boston, N. H.,	5.190	-	-	.790	-	5.980
Profile & Franconia,	Bethlehem J., N. H.,	Profile House, N. H.,	12.840	-	-	3.450	-	16.290
Suncook Val. Extension,	Bethlehem J., N. H.,	Bethlehem, N. H.,	4.460	-	-	1.200	-	5.660
	Pittsfield, N. H.,	Centre Barnstead,	4.170	-	-	.630	-	4.800
		N. H.,		-	-		-	
Tilton & Belmont,	Belmont Jct., N. H.,	Belmont, N. H.,	33.690	-	-	10.750	-	44.440
Whitefield & Jefferson,	Whitefield J., N. H.,	Berlin Mills, N. H.,	40.400	-	-	13.850	-	54.250
	Jefferson Mead-	Jefferson, N. H.,	16.080	-	-	10.840	-	32.860
	ows, N. H.,	Manchester, N. H.,	29.590	-	-	2.680	-	32.270
Concord & Portsmouth,	Portsmouth, N. H.,	State Line, Me.,	22.890	-	-	10.890	-	32.780
Eastern in N. H.,		Keene, N. H.,	69.500	-	-	31.770	-	101.270
Manchester & Keene,		Manchester, N. H.,	13.410	-	-	1.160	-	14.570
Manchester & Lawrence,	Concord, N. H.,	White River Jct., Vt.,	70.900	-	-	10.870	-	81.770
Northern,	Franklin, N. H.,	Bristol, N. H.,	18.510	-	-	4.500	-	23.010
Bristol,	Concord, N. H.,	Claremont Jct., N. H.,	22.990	-	-	6.350	-	29.280
Concord & Claremont,	Concord, N. H.,	Hillsboro' B'ge, N. H.,	10.500	-	-	1.550	-	12.050
N. H.,	Concord, N. H.,	Hillsboro' B'ge, N. H.,	10.880	-	-	1.750	-	12.630
Peterboro' & Hillsboro',	Concord, N. H.,	Lincoln, N. H.,	17.410	-	-	3.430	-	20.840
	Concord, N. H.,	Campton Vill., N. H.,	15.500	-	-	6.550	-	22.050
Pemigewasset Valley,	Concord, N. H.,	Greenfield, N. H.,	110.300	-	-	41.920	-	152.220
	Concord, N. H.,	Dover, N. H.,	34.750	-	-	5.880	-	40.630
Peterborough,	Concord, N. H.,	Pittsfield, N. H.,	2.400	-	-	-	-	2.400
Portsmouth & Dover,	Concord, N. H.,	Wilton, N. H.,	3.020	-	-	-	-	3.020
Suncook Valley,	Concord, N. H.,	Canada Line,		-	-		-	
Wilton,	Concord, N. H.,	Lenoxville, P. Q.,		-	-		-	
Conn. & Pass Rivers,	Concord, N. H.,	Stanstead, P. Q.,		-	-		-	
Massachusetts Valley,	Concord, N. H.,	Sherbrooke, P. Q.,		-	-		-	
Stanstead,	Concord, N. H.,			-	-		-	
Grand Trunk,*	Concord, N. H.,			-	-		-	

* Trackage rights.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	
BOSTON & PROVIDENCE. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
BOSTON, REVERE BEACH & LYNN, ¹	East Boston,	Lynn, .	8.800	8.800	8.800	8.800	2.750	2.750	20.350
<i>Winthrop Circuil,</i> . . .	Orient Heights, .	Winthrop, .	4.700	4.700	.300	.300	1.000	1.000	6.000
CAPE ANN GRANITE, . . .	Lanesville, .	Pigeon Cove, .	1.436	1.436	-	-	.781	.781	2.217
CENTRAL MASSACHUSETTS. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
CHATHAM. (See New York, New Haven & Hartford.)	-	-	-	-	-	-	-	-	-
CONNECTICUT RIVER. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
DANVERS. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
FALL RIVER. (See New York, New Haven & Hartford.)	-	-	-	-	-	-	-	-	-
FITCHBURG,	Boston, .	Fitchburg, .	50.000	50.000	51.660 ²	51.660 ²	84.090	84.090	185.750
	Greenfield, .	Troy, N. Y., and Rot'dam J., N. Y.,	145.630	44.000	48.510	44.000	91.230	33.550	285.370
	Ashburnh'm Jct.,	Bellows Falls, Vt.,	53.620	10.810	-	-	21.050	4.120	74.670
	So. Ashburnham, .	Ashburnham, .	2.590	2.590	-	-	.430	.430	3.020
	Charlestown, .	Charlestown, .	.680	.680	.680	.680	1.140	1.140	2.500
	South Acton, .	Marlborough, .	12.420	12.420	-	-	4.370	4.370	16.790
	Squannacook Jct.,	Milford, N. H., .	21.460	10.420	-	-	4.370	2.280	25.830
	Winchendon, .	Peterboro', N. H., .	15.800	5.400	-	-	2.100	.570	17.900
	Ayer, .	Greenville, N. H., .	28.620	10.790	-	-	4.510	2.090	28.130

NEW LONDON NORTHERN (operated by Central Vermont Railroad Co.),	NEW YORK, NEW HAVEN & HARTFORD,	BRATTLEBORO', VT.,	121.000	54.900	-	20.700	10.500	141.700
New London, Ct.,	Woodlawn Jct., N. Y.,	Springfield,	122.440	5.950	222.780 ¹	145.620	7.070	490.840
Buttonwoods,	Auburn, R. I.,	Buttonwoods, R. I.,	9.900	-	-	1.620	-	11.520
Henderson Street,	Auburn, R. I.,	Providence, R. I.,	3.580	-	-	1.160	-	4.740
Loop,	Stonington, Ct.,	Stonington, Ct.,	.970	-	-	-	-	.970
Middletown,	Berlin, Ct.,	Middletown, Ct.,	9.700	-	-	5.310	-	16.010
New Britain,	Berlin, Ct.,	New Britain, Ct.,	3.180	-	-	3.780	-	6.960
New Canaan,	Stamford, Ct.,	New Canaan, Ct.,	7.660	-	-	.910	-	8.570
Pontiac,	Auburn, R. I.,	Pontiac R. I.,	4.690	-	-	.390	-	5.080
Stonington Division,	New London, Ct.,	I.,	62.110	-	62.110	32.410	-	156.630
Suffield,	Windsor Locks, Ct.,	Fenwick, Ct.,	4.320	-	-	1.080	-	5.350
Valley Division,	Hartford, Ct.,	New Haven, Ct.,	46.200	-	-	8.830	-	55.030
West River,	New Haven, Ct.,	New Haven, Ct.,	.790	-	-	-	-	.790
West River,	New Haven, Ct.,	New Haven, Ct.,	.870	-	-	-	-	.870
Attleborough Branch,		N. Attleborough,	4.000	4.000	-	1.480	1.480	5.480
Berkshire,		State Line, Ct.,	20.530	20.530	-	5.080	5.080	25.560
Boston & Albany,*		Worcester,	.150	.150	.150	-	-	.300
Boston & Maine,*		Lowell,	.570	.570	-	-	-	.570
Boston & Providence,	Lowell Jct.,	Providence, R. I.,	41.500 ²	38.310	53.970 ³	58.990	43.180	154.460
Dedham,	Boston,	Dedham,	2.220	2.220	2.220	2.900	2.300	6.740
India Point,	Readville,	India Point, R. I.,	8.050	3.490	-	9.480	.200	17.530
Stoughton,	East Jct.,	Stoughton,	4.050	4.050	4.050	2.900	2.900	11.000
West Roxbury,	Canton Jct.,	Dedham,	5.370	5.370	5.370	2.950	2.950	13.690
Chatham,	Forest Hills Sta.,	Harwich,	7.070	7.070	-	.740	.740	7.810

* Trackage rights.

1 Including 50.170 miles of third track and 50 170 miles of fourth track.

2 Including only one-half of length of joint tracks between Providence station and Boston switch, so called, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 3.800 miles of third track; and 3.800 miles of fourth track; these distances being the total length.

3 Including 10.570 miles of third track and 1.900 miles of fourth track.

4 Including 8.670 miles of third track.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total	In Mass- achusetts.	Total	In Mass- achusetts.	
NEW YORK, NEW HAVEN & HARTFORD — Con.							
Fall River, . . .	Fall River,	New Bedford,	12.250	-	2.470	2.470	14.720
Fitchburg,* . . .	Conway Jct.,	Shelburne Falls,	4.670	-	-	-	4.670
Holyoke & Westfield, . . .	Westfield,	Holyoke,	10.320	-	13.380	13.380	23.700
Nantasket Beach, . . .	Nantasket Jct.,	Pemberton,	6.950	6.980	3.830	3.830	17.660
New England,* . . .	Dedham,	Islington Jct.,	2.000	-	-	-	2.000
New England,* . . .	Islington Jct.,	Norwood Jct.,	2.550	2.550	-	-	5.100
New Haven & Northampton, . . .	New Haven, Ct.,	Conway Jct.,	94.640	-	37.050	17.570	131.690
New Hartford, . . .	Farmington, Ct.,	N. Hartford, Ct.,	14.090	-	3.120	-	17.210
Turner's Falls, . . .	S. Deerfield,	Turner's Falls,	10.070	-	2.350	2.350	12.420
Williamsburg, . . .	Northampton,	Williamsburg,	7.510	-	1.750	1.750	9.260
	Boston,	Newport, R. I.,	67.790	49.580 ¹	-	-	-
	May Flower Pk.,	Somerset Jct.,	36.310	21.440	-	-	-
	Middleborough,	Provincetown,	85.660	19.720	-	-	-
	Raynham,	Whittenton Jct.,	3.380	3.380	-	-	-
	Braintree, . . .	Kingston,	32.340	8.410	181.070	175.720	707.200
	So. Braintree,	Plymouth,	26.040	-	-	-	-
	Framingham,	Lowell,	26.120	4.360	-	-	-
	New Bedford,	Fitchburg,	91.250	50.350 ²	-	-	-
Attleborough, . . .	Attleboro' Br Jct.,	Attleborough,	8.600	-	2.050	2.050	10.650
Bridgewater, . . .	Whitman, . . .	Bridgewater,	6.120	-	1.630	1.630	7.750
Brockton, . . .	Elmwood, . . .	Westdale,	.750	-	-	-	.750
Connection with Prov. & Wor. R. R., . . .	Attleborough,	Attleborough,	.220	-	-	-	.220
Dorchester & Milton, . . .	Neponset, . . .	Mattapan,	3.300	-	1.310	1.310	4.610
Easton, . . .	Matfield, . . .	Easton,	7.560	-	.870	.870	8.430

RAILROAD CORPORATIONS.

[Jan.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

OPERATING RAILROADS.	6.—BOSTON & ALBANY.	7.—BOSTON & MAINE.	8.—BOSTON, REVERE BEACH & LYNN.*	9.—CAPE ANN GRANITE.	10.—CENTRAL VERMONT†
ASSETS.					
Construction,	\$26,299,992 87	\$32,269,161 21	\$1,442,661 23	\$18,068 09	-
Equipment,	3,145,400 00	4,583,149 91	251,317 23	10,500 00	-
Other permanent property,	2,450,198 29	6,882,398 24	172,251 92	-	-
<i>Total permanent investments,</i>	31,895,591 16	43,734,709 36	1,866,230 38	28,568 09	-
Cash and current assets,	4,054,352 23	6,523,485 54	27,631 31	262 14	-
Miscellaneous assets,	330,800 00	3,146,845 34	10,813 18	-	-
Gross Assets,	36,280,743 39	53,405,040 24	1,904,674 87	28,830 23	-
LIABILITIES.					
Capital stock, common,	\$25,000,000 00	\$18,739,200 00	\$850,000 00	\$20,000 00	-
preferred,	-	3,149,800 00	-	-	-
<i>Total capital stock,</i>	25,000,000 00	21,889,000 00	850,000 00	20,000 00	-
Funded debt,	7,485,000 00	21,565,780 21	639,000 00	-	-
Real estate mortgages,	-	597,800 00	-	-	-
Current liabilities,	1,478,632 65	4,174,621 16	342,528 91	8,568 09	-
Accrued liabilities,	85,995 00	897,503 56	-	-	-
<i>Total indebtedness,</i>	9,049,627 65	27,235,704 93	981,528 91	8,568 09	-
Sinking and other special funds,	2,026,279 48	2,603,177 77	16,000 00	-	-
Gross Liabilities,	36,075,907 08	51,727,882 70	1,847,528 91	28,568 09	-
INCOME.					
Revenue from passengers,	\$4,053,202 24	\$9,099,273 48	\$253,844 55	-	\$225,924 93
from mails,	295,884 48	321,050 14	-	-	15,286 64
from express,	297,154 18	601,042 72	-	-	15,250 00
from extra baggage and storage,	51,492 72	95,602 81	-	-	2,181 69
from other passenger service,	86,681 75	-	-	-	-
<i>Total passenger revenue,</i>	4,784,415 37	10,116,969 15	253,844 55	-	258,643 26

TABULATION OF RETURNS.

Revenue from freight,	4,134,199 73	10,343,123 06	-	\$5,166 30	405,143 29
from other freight service,	228,086 23	24,866 31	-	-	-
<i>Total freight revenue,</i>	4,362,285 96	10,367,989 37	-	5,166 30	405,143 29
<i>Total passenger and freight revenue,</i>	9,146,701 33	20,484,958 52	253,844 55	5,166 30	663,786 55
Other earnings from operation,	203,931 15	14,809 75	-	-	-
<i>Gross earnings from operation,</i>	9,350,632 48	20,499,768 27	253,844 55	5,166 30	663,786 55
Income from other sources,	-	595,206 82	19,728 12	-	49,582 49
GROSS INCOME,	9,350,632 48	21,094,975 09	273,572 67	5,166 30	713,369 04
EXPENDITURES.					
Operating expenses,	\$6,203,175 90	\$14,506,939 70	\$188,576 14	\$4,125 94	\$433,503 45
Interest on funded and other debts,	337,980 00	1,096,395 99	45,434 79	471 24	1,558 80
Taxes,	708,689 59	981,953 58	9,101 03	306 98	24,888 39
Rentals paid,	78,000 00	3,131,583 78	-	-	167,833 34
Other charges upon income,	-	72,632 60	-	-	-
Dividends paid,	2,000,000 00	1,234,058 00	34,000 00	-	-
GROSS EXPENDITURES,	9,327,845 49	21,023,563 65	277,111 96	4,904 16	627,783 98
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation,	\$3,147,456 58	\$5,992,828 57	\$65,268 41	\$1,040 36	\$230,283 10
Income from other sources,	-	595,206 82	19,728 12	-	49,542 89
<i>Total income above operating expenses,</i>	3,147,456 58	6,588,035 39	84,996 53	1,040 36	279,825 99
Interest, taxes, rentals, and other charges,	1,124,669 59	5,282,565 95	54,535 82	778 22	194,280 53
<i>Net divisible income,</i>	2,022,786 99	1,305,469 44	30,460 71	262 14	85,545 46
Amount of dividends declared,	2,000,000 00	1,234,058 00	34,000 00	-	-
Percentage of dividends declared,	8.0	6.0	4.0	-	-
SURPLUS FOR THE YEAR,	22,786 99	71,411 44	3,539 29d	262 14	85,545 46

• A narrow-gauge railroad.

† Operating the New London Northern under lease.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	6. — BOSTON & ALBANY — Con.	7. — BOSTON & MAINE — Con.	8. — BOSTON, REVERE BEACH & LYNN — Con.	9. — CAPE ANN GRANITE — Con.	10. — CENTRAL VERMONT — Con.
SURPLUS.					
Surplus June 30, 1895,	\$182,049 32	\$1,616,001 96	\$75,894 94	—	—
for the year,	22,786 99	71,411 44	3,539 29 d	\$262 14	—
Additions during the year,	—	—	2,020 67	—	—
Deductions during the year,	—	10,255 86	17,230 36	—	—
TOTAL SURPLUS JUNE 30, 1896,	204,836 31	1,677,157 54	57,145 96	262 14	—
VOLUME OF TRAFFIC, ETC.					
Passengers carried,	12,788,327	35,132,992	2,640,045	—	617,055
average length of journey,	18.087 miles.	14.450 miles.	5.302 miles.	—	15.500 miles.
Total passenger mileage,	231,299,428	507,608,954	13,998,676	—	9,581,412
Average fare per mile on local tickets,	1.813 cents.	1.786 cents.	2.100 cents.	—	2.950 cents.
on commutation tickets,	1.121 "	—	1.520 "	—	1.200 "
on mileage tickets,	2.000 "	—	—	—	2.000 "
on season tickets, . . . . .	.580 "	.673 cents.	—	—	.750 "
on joint tickets,	1.962 "	1.834 "	—	—	2.180 "
Passengers carried to Boston,	3,936,873	10,727,326	1,094,652	—	—
from Boston,	3,990,085	10,733,572	1,096,117	—	—
Tons of freight hauled,	4,122,412	10,247,029	—	103,326	754,200
average length of haul,	106.485 miles.	65.978 miles.	—	1.436 miles.	49.650 miles.
Total freight mileage,	438,975,620	676,082,534	—	148,376	87,444,483
Average rate per ton mile, local way-bill,	1.360 cents.	2.404 cents.	—	3.480 cents.	—
joint way-bill, . . . . .	.650 "	.994 "	—	—	—

Miles run by by mixed trains,	3,113,593	8,113,257	290,263	-	253,664
Total miles of <i>trains earning revenue</i> ,	2,317,966	5,490,492	-	6,552	277,787
Miles run by mixed trains,	5,431,559	13,608,749	290,263	6,552	531,451
by mixed trains,	1,153,572	3,237,983	-	-	231,662
by mixed trains,	312,642	570,172	1,739	-	16,401
Total train mileage,	6,897,773	17,411,884	291,996	6,552	779,514
EQUIPMENT.					
Number of locomotives,	242	665	9	1	24
of combination cars,	296	982*	61	-	24
of sleeping cars,	14	10	-	-	-
of and mail cars,	60	205*	-	-	2
of 8 wheels),	6,180	11,223	7	15	338
of officers' and pay cars,	5	4	-	-	-
of gravel and other cars,	529	460	10	-	64
MISCELLANEOUS.					
Whole number of stockholders,	8,647	6,292*	310	9	-
number in Massachusetts,	7,357	3,977*	280	9	-
Amount of stock held in Massachusetts,	\$21,571,800 00	\$13,669,900 00*	\$653,900 00	\$20,000 00	-
Total miles of road operated,	388,680	1,716,760	13,500	1,436	100,000
operated in Massachusetts,	332,050	546,430	13,500	1,436	54,900
Highway grade crossings* in Massachusetts,	250	631	14	2	57
Railroad grade crossings* in Massachusetts,	17	21	-	-	3
Average number of employees,	5,381	15,124	184	4	615

* Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2½ cents.

* 500 miles, 2½ cents; 1,000 miles, 2 cents.

* Not returned at date of printing report.

* Including 10 passenger and 4 baggage cars, of which 30 50 per cent are owned by the Boston & Lowell; 37.83 per cent by the Concord & Montreal, and 31.67 per cent by the Canadian Pacific.

* Common, 3,534; preferred, 443.

* Common, \$10,922,300; preferred, \$2,747,500.

* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.		11. — FITCHBURG.	12. — GRAFTON & UPTON.	13. — HOOSAC TUNNEL & WILMINGTON.	14. — MARTHA'S VINEYARD.
ASSETS.					
Construction,	.	\$39,359,523 83	\$456,917 68	\$425,557 84	-
Equipment	.	4,129,786 00	61,082 32	60,065 42	-
Other	.	1,724,439 79	-	-	-
<i>Its,</i>	.	45,213,749 62	518,000 00	485,623 26	-
Cash and current assets,	.	2,644,273 39	15,346 62	20,612 18	-
Miscellaneous assets,	.	891,427 44	-	638 21	-
Gross ASSETS,	.	48,749,450 45	533,346 62	506,673 65	-
LIABILITIES.					
Capital stock, common,	.	\$7,000,000 00	\$250,000 00	\$250,000 00	-
preferred,	.	17,360,000 00	-	-	-
Total capital stock,	.	24,360,000 00	250,000 00	250,000 00	-
Funded debt,	.	22,268,000 00	268,000 00	176,000 00	-
Real estate mortgages,	.	-	-	-	-
Current liabilities,	.	1,216,883 74	-	72,633 87	-
Accrued liabilities,	.	477,008 50	-	2,933 38	-
Total indebtedness,	.	23,961,892 24	268,000 00	251,567 20	-
Sinking and other special funds,	.	99,753 80	-	-	-
Gross LIABILITIES,	.	48,421,646 04	518,000 00	501,567 20	-
INCOME.					
Revenue from passengers,	.	\$2,193,537 93	\$23,387 46	\$9,880 83	\$2,125 00
from mails,	.	78,846 30	959 52	1,034 96	175 00
from express,	.	165,136 29	3,551 36	1,365 82	100 00
from extra baggage and storage,	.	-	-	-	-
from other passenger service,	.	51,139 53	-	-	78 00
Total passenger revenue,	.	2,489,462 06	28,498 34	12,281 71	2,478 00

Revenue from freight, from other freight service,	4,759,438 77	24,648 88	43,865 25	-
<i>Total freight revenue</i>	291,257 26	-	-	-
	5,050,696 03	24,648 88	43,865 25	-
Other	7,540,148 08	53,146 72	56,146 96	2,478 00
	66,617 09	172 07	-	-
Income from other sources,	7,606,765 17	53,318 79	56,146 96	2,478 00
GROSS INCOME,	-	130 05	658 97	-
	7,606,765 17	53,448 84	56,805 93	2,478 00
EXPENDITURES.				
Operating expenses,	\$5,462,316 04	\$29,552 61	\$38,376 88	\$3,483 00
Interest on funded and other debts,	1,002,188 13	10,900 00	12,612 40	-
Taxes,	249,554 04	45 93	503 81	-
Rentals paid,	259,980 00	-	-	-
Other charges upon income,	-	-	-	-
Dividends paid,	595,096 00	-	2,500 00	-
GROSS EXPENDITURES,	7,569,134 21	40,498 54	53,993 04	3,483 00
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	\$2,144,449 13	\$28,766 18	\$17,770 13	\$1,005 00d
Income from other ^a	-	130 05	658 97	-
<i>Total income as</i>	2,144,449 13	28,896 23	18,429 10	1,005 00d
Interest, taxes, rents	1,511,722 17	10,945 93	13,116 21	-
<i>Net divisible income,</i>	632,726 96	12,950 30	5,312 89	1,005 00d
Amount of dividends declared,	595,096 00	-	2,500 00	-
Percentage of dividends declared,	4.0'	-	1.0	-
SURPLUS FOR THE YEAR,	37,630 96	12,950 30	2,812 89	1,005 00d

^a A narrow-gauge railroad, operated by Joseph M. Wardwell.

¹ On \$1,877,400 of preferred stock.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	11. — FITCHBURG — Con.	12. — GRAFTON & UPTON — Con.	13. — HOUSAC TUNNEL & WILMING- TON — Con.	14. — MARTHA'S VINEYARD — Con.
SURPLUS.				
Surplus June 30, 1895,	\$290,178 45	\$2,396 32	\$4,718 09	-
for the year,	37,630 96	12,950 30	2,812 89	-
Additions during the year,	-	-	-	-
Deductions during the year,	-	-	2,424 53	-
TOTAL SURPLUS JUNE 30, 1896,	327,804 41	15,346 62	5,106 45	-
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	7,468,666	91,263	19,787	12,000
average length of journey,	16.600 miles.	6.500 miles.	15.240 miles.	6.000 miles.
Total passenger mileage,	123,966,576	593,209	301,643	72,000
Average fare per mile on local tickets,	1.860 cents.	3.600 cents.	4.000 cents.	-
on commutation tickets,	1.240 "	2.900 "	-	-
on mileage tickets,	2.000 "	-	3.330 cents.	-
on season tickets, . . . . .	.630 "	3.200 cents.	-	-
on joint tickets,	1.770 "	-	2.220 cents	-
Passengers carried to Boston,	2,155,574	-	-	-
from Boston,	2,196,142	-	-	-
Tons of freight hauled,	4,775,100	47,038	36,460	-
average length of haul,	115.400 miles.	6.000 miles.	15.700 miles.	-
Total freight mileage,	551,044,746	282,288	572,422	-
Average rate per ton mile, local way-bill,	2.511 cents.	-	7.509 cents.	-
joint way-bill, . . . . .	.710 "	-	-	-

Miles run by passenger trains,	2,421,955	20,096	17,122	4,000
by freight trains,	3,408,462	5,640	8,448	-
by mixed trains,	-	19,968	6,576	-
Total mileage of trains earning revenue,	5,830,417	45,704	32,146	4,000
Miles run	975,007	1,448	-	-
other trains,	95,249	128	-	-
Total train mileage,	6,900,673	47,280	32,146	4,000
EQUIPMENT.				
Number of locomotives,	213	3	5	1
of passenger and combination cars,	210	4	8	3
of and sleeping cars,	-	-	-	-
of rees and mail cars,	48	2	-	1
of (axis 8 wheels),	5,605	1	118	-
of officers' and pay cars,	2	-	-	-
of gravel and other cars,	291	-	37	-
MISCELLANEOUS.				
Whole number of stockholders,	5,769 ¹	29	45	-
number in Massachusetts,	4,770 ²	26	18	-
Amount of stock held in Massachusetts,	\$17,673,600 00 ³	\$216,800 00	\$242,800 00	-
Total miles of road operated,	457,780	16,500	25,000	8,780
operated in Massachusetts,	248,510	16,500	8,220	8,780
Highway grade crossings * in Massachusetts,	236	90	-	4
Railroad grade crossings * in Massachusetts,	8	-	-	-
Average number of employees,	4,710	24	64	9

* Including those on leased lines.

* Common, 83; preferred, 4,637.

* Common, 177; preferred, 5,592.

* Common, \$6,076,200; preferred, \$11,597,400.

RAILROAD CORPORATIONS.

[Jan.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	15. — NEW YORK & NEW ENGLAND (Receivers).1	16. — NEW ENGLAND.2	17. — NEW YORK, NEW HAVEN & HART- FORD.	18. — UNION FREIGHT.	19. — WORCESTER & SHREWSBURY.*
ASSETS.					
Construction,	-	\$30,005,000 00	\$46,168,670 37	\$401,069 67	\$70,803 58
Equipment,	-	-	5,952,534 44	14,000 00	52,710 86
Other permanent property,	-	-	24,529,075 17	13,000 00	-
<i>Total permanent investments,</i>	-	30,005,000 00	76,650,279 98	428,069 67	123,514 44
Cash and current assets,	-	1,002,526 62	3,015,814 60	651 59	18,813 93
Miscellaneous assets,	-	379,945 95	3,276,825 32	7,985 39	-
Gross Assets,	-	31,387,472 57	82,942,919 90	436,706 65	142,328 37
LIABILITIES.					
Capital stock, common,	-	\$20,000,000 00	\$47,475,700 00	\$300,000 00	\$36,825 00
preferred,	-	5,000,000 00	-	-	-
<i>Total capital stock,</i>	-	25,000,000 00	47,475,700 00	300,000 00	36,825 00
Funded debt,	-	5,005,000 00 ³	20,897,200 00	-	22,000 00
Real estate mortgages,	-	-	-	88,500 00	-
Current liabilities,	-	1,064,395 70	9,478,186 58	2,175 39	-
Accrued liabilities,	-	27,894 72	542,378 14	-	-
<i>Total indebtedness,</i>	-	6,097,290 42	30,917,764 72	90,675 39	22,000 00
Sinking and other special funds,	-	282,856 10	-	-	-
Gross Liabilities,	-	31,380,146 52	78,393,464 72	390,675 39	58,825 00
INCOME.					
Revenue from passengers,	\$383,859 17	\$1,490,570 95	\$13,928,017 52	-	\$27,049 09
from mails,	9,858 16	49,290 76	496,380 98	-	-
from express,	25,557 01	182,185 01	958,152 07	-	-
from extra baggage and storage,	8,193 13	13,841 55	147,993 77	-	-
from other passenger service,	5,233 73	33,702 33	743,555 87	-	-
<i>Total passenger revenue,</i>	427,701 20	1,719,590 60	16,274,100 21	-	27,049 09

Revenue from freight,	682,134 91	2,999,588 72	13,296,584 14	\$73,115 03	-
from other freight service,	21,429 23	126,938 80	475,487 21	-	-
<i>Total freight revenue,</i>	653,563 54	3,126,527 02	13,772,071 35	-	-
<i>freight revenue,</i>	1,081,264 74	4,846,117 62	30,046,171 56	-	27,049 09
Other earnings from operation,	15,330 36	5,501 38	299,458 54	460 41	104 12
<i>Gross earnings from operation,</i>	1,096,595 10	4,851,619 00	30,345,630 10	73,575 44	27,158 21
Income from other sources,	-	19,582 00	855,685 98	910 00	-
GROSS INCOME,	1,096,595 10	4,871,201 00	31,201,316 08	74,485 44	27,158 21
EXPENDITURES.					
Operating expenses,	\$713,982 81	\$3,564,533 30	\$21,137,223 59	\$54,981 26	\$21,608 06
Interest on funded and other debts,	149,700 55	858,934 02	1,486,856 71	3,325 80	1,100 00
Taxes,	41,000 00	170,000 00	1,492,236 61	2,369 48	192 27
Rentals paid,	88,385 60	270,330 93	3,418,104 08	-	-
Other charges upon income,	854 40	-	-	-	-
Dividends paid,	-	-	3,608,542 00	21,000 00	-
GROSS EXPENDITURES,	963,923 36	4,863,798 25	31,142,965 99	81,676 54	22,900 33
CONDENSED EXHIBIT FOR THE YEAR.					
Net income from operation,	\$382,612 29	\$1,287,085 70	\$9,208,403 51	\$18,594 18	\$5,545 16
Income from other sources,	-	19,582 00	855,685 98	910 00	-
<i>Total income above operating expenses,</i>	382,612 29	1,306,667 70	10,064,089 49	19,504 18	5,545 16
Interest, taxes, rentals, and other charges,	274,940 55	1,299,264 95	6,397,197 40	5,695 28	1,292 27
<i>Net divisible income,</i>	107,671 74	7,402 75	3,666,892 09	13,808 90	4,252 88
Amount of dividends declared,	-	-	3,608,542 00	21,000 00	-
Percentage of dividends declared,	-	-	8.0	7.0	-
SURPLUS FOR THE YEAR,	107,671 74	7,402 75	58,350 09	7,191 10d	4,252 88

¹ Operations for July and August, 1896.

² Operations for 10 months from September 1, 1896.

³ Not including \$11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title.

⁴ A narrow-gauge railroad.

⁵ Deficit.

Tubulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	15.—NEW YORK & NEW ENGLAND (Receivers) — Con.	16.—NEW ENGLAND — Con.	17.—NEW YORK, NEW HAVEN & HART- FORD — Con.	18.—UNION FREIGHT — Con.	19.—WORCESTER & SHREWSBURY — Con.
SURPLUS.					
Surplus June 30, 1895,	•	—	\$4,511,529 25	\$53,222 36	\$79,250 49
for the year,	—	\$7,402 75	58,350 09	7,191 10 <i>d</i>	4,252 88
Additions during the year,	—	—	13,247 12	—	—
Deductions during the year,	—	76 70	33,671 28	—	—
TOTAL SURPLUS JUNE 30, 1896,	—	7,326 05	4,549,455 18	46,031 26	83,503 37
VOLUME OF TRAFFIC, ETC.					
Passengers carried,	1,429,274	6,883,198	43,970,932	—	575,512
average length of journey,	14.356 miles.	11.024 miles.	17.930 miles.	—	2.500 miles.
<i>Total passenger mileage</i> ,	20,517,997	75,877,109	788,477,424	—	1,438,780
Average fare per mile on local tickets,	1.829 cents.	1.896 cents.	1.990 cents.	—	—
on commutation tickets,	1.368 "	1.362 "	.590 "	—	—
on mileage tickets,	2.000 "	2.000 "	2.000 "	—	—
on season tickets, . . . . .	.765 "	.713 "	.590 "	—	—
on joint tickets,	2.076 "	2.358 "	1.980 "	—	—
Passengers carried to Boston	281,134	1,452,634	7,052,154	—	—
from Boston,	280,727	1,462,195	7,040,510	—	—
Tons of freight hauled,	621,024	2,761,019	10,866,909	271,321	—
average length of haul,	96.380 miles.	96.520 miles.	77.950 miles.	1.383 miles.	—
<i>Total freight mileage</i> ,	59,855,173	266,481,171	847,107,629	375,129	—
Average rate per ton mile local way-bill,	2.378 cents.	2.410 cents.	2.670 cents.	19.500 cents.	—
joint way-bill, . . . . .	.763 "	.843 "	1.130 "	16.500 "	—

Miles run by passenger trains,	380,217	1,581,184	10,112,655	-	84,240
by freight trains,	318,922	1,446,513	6,051,081	22,762	-
by mixed trains,	11,837	32,209	195,958	-	-
<i>Total mileage of trains earning revenue,</i>	710,976	3,059,906	15,359,694	22,762	84,240
Miles run by switching trains,	189,692	819,021	3,751,797	-	-
by construction and other trains,	104,055	446,335	487,482	-	-
<i>Total train mileage,</i>	1,004,723	4,325,262	19,548,973	22,762	84,240
Number of	-	208	681	4	4
of cars,	-	229	1,230	-	11
of cars,	-	6	127	-	-
of cars,	-	30	220	-	-
of cars,	-	4,529	11,400	-	4
of officers' and pay cars,	-	2	10	-	-
of gravel and other cars,	-	81	442	-	-
MISCELLANEOUS.					
Whole number of stockholders,	-	862 ¹	7,645	3	6
number in Massachusetts,	-	623 ²	2,704	3	6
Amount of stock held in Massachusetts,	-	\$8,720,000 00 ²	\$13,800,400 00	\$300,000 00	\$36,825 00
Total miles of road operated,	-	527.750	1,464.210	2.431	2.700
operated in Massachusetts,	-	150.270	733.980	2.431	2.700
Highway grade crossings * in Massachusetts,	-	159	763	-	4
Railroad grade crossings * in Massachusetts,	-	5	10	-	-
Average number of employees,	-	4,095	21,861	42	14

* Including those on leased lines.

1 Common, 173; preferred, 451.

1 Common, 303; preferred, 639.

2 Common, \$649,300; preferred, \$3,070,700.

4 Deficit.

Tabulated Statements from Returns of Railroad Corporations—Continued.

LEASED RAILROADS.*	20.—ATTLEBOROUGH BRANCH.1	21.—BERKSHIRE 1	22.—BOSTON & LOWELL.2	23.—BOSTON & PROVIDENCE.1
ASSETS.				
Construction,	\$131,416 48	\$600,000 00	\$11,754,325 56	\$5,046,088 30
Equipment,	—	—	833,583 94	871,234 35
Other permanent property,	—	3,970 00	3,279,055 50	319,703 36
Cash and current assets,	690 66	10,338 56	759,144 29	165,778 13
GROSS ASSETS,	132,107 14	614,308 56	16,626,109 29	6,402,804 14
LIABILITIES.				
Capital stock,	\$131,700 00	\$600,000 00	\$6,529,400 00	\$4,000,000 00
Funded debt,	—	—	8,321,900 00	2,170,000 00
Current and accrued liabilities,	—	396 00	339,760 02	152,732 50
Sinking funds,	—	—	11,885 36	—
GROSS LIABILITIES,	131,700 00	600,396 00	15,202,945 38	6,322,732 50
INCOME, EXPENDITURES, ETC.				
Total income from all sources,	\$9,219 00	\$36,646 00	\$821,847 00	\$490,200 00
Total expenses,	75 41	449 00	7,000 00	2,631 40
Interest on funded and other debts,	—	—	367,789 00	86,800 00
Net divisible income,	9,143 59	36,197 00	450,058 00	400,768 60
Amount of dividends declared,	9,219 00	36,000 00	450,058 00	400,000 00
Percentage of dividends declared,	7.0	6.0	7.0	10.0
Surplus for the year,	75 41d	197 00	—	768 60
Total surplus June 30, 1896,	407 14	13,912 56	1,423,163 91†	80,071 64

* Leased to and operated by 1 New York, New Haven & Hartford, 2 Boston & Maine.

† Added: Premium on sale of 2,000 shares of stock, \$212,500.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

1897.]

TABULATION OF RETURNS.

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LEASED RAILROADS.*	24. — CENTRAL MASSACHUSETTS.1	25. — CHATHAM.2	26. — CONNECTICUT RIVER.1	27. — DANVERS.†	28. — FALL RIVER.2
ASSETS.					
Construction,	\$9,521,592 33	\$99,435 58	\$2,988,838 53	\$239,678 15	\$446,332 29
Equipment,	—	—	455,977 66	—	—
Other permanent property,	—	1,055 55	634,453 00	—	—
Cash and current assets,	30,015 30	752 23	531,447 69	—	—
GROSS ASSETS,	9,551,607 63	101,243 36	4,610,716 88	239,678 15	446,332 29
LIABILITIES.					
Capital stock,	\$7,421,592 33 ³	\$68,200 00	\$2,580,000 00	\$67,500 00	\$200,000 00
Funded debt,	2,100,000 00	26,300 00	2,290,000 00	125,000 00	200,000 00
Current and accrued liabilities,	—	263 00	41,180 43	25,000 00	25,386 51
Sinking funds,	5,098 77	—	—	—	—
GROSS LIABILITIES,	9,526,691 10	94,763 00	4,911,180 43	217,500 00	425,386 51
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$223,814 28	\$2,877 79	\$351,600 00	—	\$10,882 70
Total expenses,	6,500 00	350 89	2,000 00	—	—
Interest on funded and other debts,	103,750 00	1,665 16	91,600 00	—	10,000 00
Taxes,	—	163 00	—	—	493 24
Net divisible income,	113,564 28	698 74	258,000 00	—	389 46
Amount of dividends declared,	88,647 75	—	258,000 00	—	—
Percentage of dividends declared,	2.25 ⁴	—	10.0	—	—
Surplus for the year,	24,916 53	698 74	—	—	389 46
Total surplus, June 30, 1896,	24,916 53	6,480 36	300,463 55 ^d	\$22,178 15	20,945 78

* Leased to and operated by ¹ Boston & Maine, ² New York, New Haven & Hartford.
† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.
³ Common, \$3,471,100; preferred, \$3,950,492.33. ⁴ On preferred stock. ^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	29.— HOLYOKE & WESTFIELD.1	30.— HORN POND BRANCH.2	31.— LOWELL & ANDOVER.2	32.— MILFORD FRANKLIN & PROVI- DENCE.3	33.— MILFORD & WOONSOCKET.3
ASSETS.					
Construction,	\$522,268 89	\$15,238 46	\$767,050 24	\$101,308 23	\$173,381 13
Cash and current assets,	52,965 96	—	1,516 14	220 48	3,069 22
GROSS ASSETS,	575,234 85	15,238 46	768,566 38	101,528 71	176,450 35
LIABILITIES.					
Capital stock,	\$260,000 00	\$2,000 00	\$625,000 00	\$100,000 00	\$148,600 00
Funded debt,	260,000 00	—	—	10,000 00	60,000 00
Sinking funds,	34,314 73	—	—	—	—
GROSS LIABILITIES,	554,314 73	2,000 00	625,000 00	110,000 00	208,600 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$28,524 18	— ⁴	\$52,500 00	\$4,049 68	\$6,074 52
Total expenses,	9,811 01 ^b	—	175 31 ^c	—	463 67
Interest on funded and other debts,	—	—	—	600 00	3,000 00
Net divisible income,	18,713 17	—	52,324 69	3,449 68	2,610 85
Amount of dividends declared,	10,400 00	—	56,250 00	3,500 00	—
Percentage of dividends declared,	4.0	—	9.0	3.50	—
Surplus for the year,	3,313 17	—	3,925 31 ^d	50 32 ^d	2,610 85
Total surplus June 30, 1896,	20,920 12	\$13,238 46	148,566 38	8,471 29 ^d	32,149 65 ^d

* Leased to and operated by New York, New Haven & Hartford, Boston & Maine, New England.

^b Used only for the transportation of ice; no income reported.^c Including \$8,000 for payment to sinking fund and \$1,282.71 for taxes.^d Including \$13.49 for taxes.^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	34.—NANTASKET BEACH (TRUSTEE) †	35.—NANTUCKET CENTRAL.†	36.—NASHUA, ACTON & BOSTON.2	37.—NASHUA & LOWELL.3	38.—NEWBURY- PORT.‡
ASSETS.					
Construction,	\$250,000 00	\$35,000 00	\$1,057,031 20	\$684,242 07	\$597,386 32
Equipment,	—	—	—	218,242 95	—
Cash and current assets,	—	—	6,257 41	147,347 33	—
GROSS ASSETS,	250,000 00	35,000 00	1,063,288 61	1,049,832 35	597,386 32
LIABILITIES.					
Capital stock,	—	\$18,000 00	\$500,000 00	\$800,000 00	\$220,340 02
Funded debt,	\$250,000 00	17,000 00	500,000 00	100,000 00	300,000 00
Current and accrued liabilities,	—	—	709,982 90	1,354 50	—
GROSS LIABILITIES,	250,000 00	35,000 00	1,709,982 90	901,354 50	520,340 02
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$6,250 00	—	—	\$80,634 31	—
Total expenses,	—	—	—	1,706 75	—
Interest on funded and other debts,	6,250 00	—	—	5,000 00	—
Net divisible income,	—	—	—	73,927 56	—
Amount of dividends declared,	—	—	—	72,000 00	—
Percentage of dividends declared,	—	—	—	9.0	—
Surplus for the year,	—	—	—	1,927 56	—
Total surplus June 30, 1896,	—	—	\$646,694 29d	148,477 85	\$77,046 30

* Leased to and operated by 1 New York, New Haven & Hartford, 2 Boston & Maine.

† A narrow-gauge railroad. Not in operation during the fiscal year.

‡ This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

d Deficit.

RAILROAD CORPORATIONS.

[J.E.]

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*		39.—NEW HAVEN & NORTHAMPTON.1	40.—NEW LONDON NORTHERN.2	41.—NORTH BROOKFIELD.3	42.—NORWICH & WORCESTER.4
ASSETS.					
Construction, . . . . .	.	\$5,731,586 62	\$3,011,075 39	\$100,000 00	\$3,619,201 90
Equipment, . . . . .	.	850,430 62	248,420 44	—	179,750 67
Other permanent property, . . . . .	.	21,000 00	155,000 00	—	508,467 08
Cash and current assets, . . . . .	.	256,006 29	80,293 62	323 55	167,930 57
Other assets and property, . . . . .	.	—	—	—	42,478 62
Gross Assets, . . . . .	.	6,859,023 53	3,494,789 45	100,323 55	4,517,828 84
LIABILITIES.					
Capital stock, . . . . .	.	\$2,460,000 00	\$1,500,000 00	\$100,000 00	\$2,775,800 00 ^a
Funded debt, . . . . .	.	3,900,000 00	1,500,000 00	—	400,000 00
Current and accrued liabilities, . . . . .	.	—	3,017 84	—	438,197 33
Sinking funds, . . . . .	.	255,000 00	—	—	—
Gross Liabilities, . . . . .	.	6,615,000 00	3,003,017 84	100,000 00	3,613,997 33
INCOME, EXPENDITURES, ETC.					
Total income from all sources, . . . . .	.	\$358,883 57	\$211,774 00	\$3,112 92	\$247,108 67
Total expenses, . . . . .	.	15,765 00 ^a	4,201 76	5 50	540 00
Interest on funded and other debts, . . . . .	.	233,000 00	68,120 00	—	24,000 00
Taxes, rentals, etc., . . . . .	.	36,223 57 ^c	88,170 00 ^a	236 52	—
Net divisible income, . . . . .	.	73,895 00	51,282 24	2,870 90	222,563 67
Amount of dividends declared, . . . . .	.	73,800 00	135,000 00	3,000 00	221,536 00
Percentage of dividends declared, . . . . .	.	3.0	9.0	8.0	8.0 ^a
Surplus for the year, . . . . .	.	95 00	83,717 76 ^d	129 10 ^d	1,027 67
Total surplus June 30, 1896, . . . . .	.	244,023 53	491,771 61	323 55	903,831 51

* Leased to and operated by ¹New York, New Haven & Hartford, ²Central Vermont, ³Boston & Albany, ⁴New England.

* Common, \$6,600; preferred, \$2,769,200.

* Including sinking fund payment of \$15,000.

* Depreciation in steamboat property.

* Rental paid Holyoke & Westfield.

* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	43. — OLD COLONY.1	44. — PITTSFIELD & NORTH ADAMS.2	45. — PLYMOUTH & MIDDLEBOROUGH.1	46. — PROVIDENCE & SPRINGFIELD.3	47. — PROVIDENCE, WEBSTER & SPRINGFIELD.2
ASSETS.					
Construction,	\$26,731,900 71	\$498,752 57	\$305,000 00	\$1,267,450 00	\$243,361 12
Equipment,	3,161,518 83	11,247 43	-	-	-
Other permanent property,	1,518,918 72	-	-	-	-
Cash and current assets,	507,200 28	-	-	-	1,427 49
Other assets and property,	2,269,153 26	-	-	-	-
GROSS ASSETS,	34,188,691 80	450,000 00	305,000 00	1,267,450 00	244,788 61
LIABILITIES.					
Capital stock,	\$15,897,625 00*	\$450,000 00	\$80,000 00	\$517,450 00	\$160,000 00
Funded debt,	14,770,200 00*	-	225,000 00	750,000 00	-
Current and accrued liabilities,	1,558,704 90	-	-	-	80,284 64
GROSS LIABILITIES,	32,226,529 90	450,000 00	305,000 00	1,267,450 00	240,284 64
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$1,768,965 74	\$22,500 00	-	\$68,547 00	\$6,160 27
Total expenses,	13,437 91	-	-	-	496 21*
Interest on funded and other debts,	667,790 83	-	-	37,500 00	4,855 85
Net divisible income,	1,087,737 00	22,500 00	-	31,047 00	808 21
Amount of dividends declared,	1,087,737 00	22,500 00	-	31,047 00	-
Percentage of dividends declared,	7.0	5.0	-	6.0	-
Surplus for the year,	-	-	-	-	808 21
Total surplus June 30, 1896,	1,962,161 90†	-	-	-	4,503 97

* Leased to and operated by New York, New Haven & Hartford, Boston & Albany, New England.

† Including "common stock liability" of \$8,525.

* Including \$380.12 for taxes.

† Deducting \$28,522.22 "for claims prior to lease," and adding \$660,581.26 for premium on stock and bonds.

RAILROAD CORPORATIONS.

[Jan.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	48. — PROVIDENCE & WORCESTER.1	49. — RHODE ISLAND & MASSACHUSETTS.2	50. — SOUTHBIDGE, STURBRIDGE & BROOKFIELD †	51. — STOCKBRIDGE & PITTSFIELD.1	52. — STONY BROOK.3
ASSETS.					
Construction,	\$4,276,250 00	\$112,321 13	\$15,279 31	\$448,700 00	\$276,601 19
Equipment,	828,887 40	—	—	—	—
Other permanent property,	—	—	—	2,550 00	21,492 38
Cash and current assets,	108,087 50	2,518 50	14,865 69	7,518 05	1,772 86
GROSS ASSETS,	5,213,174 90	114,839 63	30,145 00	458,768 05	299,866 43
LIABILITIES.					
Capital stock,	\$3,500,000 00	\$100,000 00	\$30,145 00 ⁴	\$448,700 00	\$300,000 00
Funded debt,	1,500,000 00	—	—	—	—
Current and accrued liabilities,	—	—	—	365 00	—
GROSS LIABILITIES,	5,000,000 00	100,000 00	30,145 00	449,065 00	300,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$447,574 12	\$10,000 00	—	\$27,376 00	\$21,500 00
Total expenses,	5,164 83	100 00	—	384 83	250 86
Interest on funded and other debts,	90,000 00	—	—	—	—
Net divisible income,	352,409 29	9,900 00	—	26,991 17	21,219 14
Amount of dividends declared,	350,000 00	10,000 00	—	26,922 00	21,000 00
Percentage of dividends declared,	10.0	10.0	—	6.0	7.0
Surplus for the year,	2,409 29	100 00 ^d	—	69 17	219 14
Total surplus June 30, 1896,	213,174 90 ^a	14,839 63	—	9,703 05	133 57 ^d

* Leased to and operated by 1 New York, New Haven & Hartford, 2 New England, 3 Boston & Maine.

† Obtained a certificate of incorporation, but has not yet commenced the construction of its road.

* Paid in on stock not yet issued.

* Deducting "settlement of land damage case," \$300.

^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

LEASED RAILROADS.*	53.—VERMONT & MASSACHUSETTS.1	54.—WARE RIVER.2	55.—WEST STOCK- BRIDGE.3	56.—WORCESTER, NASHUA & ROCHESTER.4
ASSETS.				
Construction,	\$5,695,756 73	\$1,115,163 82	\$39,600 00	\$4,138,584 99
Equipment,	261,233 64	-	-	415,336 03
Other permanent property,	50,720 46	-	-	-
Cash and current assets,	9,823 03	-	454 41	55,851 31
GROSS ASSETS,	6,017,533 86	1,115,163 82	40,054 41	4,609,772 33
LIABILITIES.				
Capital stock,	\$3,193,000 00	\$750,000 00	\$39,600 00	\$3,099,800 00
Funded debt,	1,000,000 00	-	-	1,776,000 00
Current and accrued liabilities,	1,652,023 89	365,163 82	-	187,900 00
GROSS LIABILITIES,	5,845,023 89	1,115,163 82	39,600 00	5,063,700 00
INCOME, EXPENDITURES, ETC.				
Total income from all sources,	\$194,580 00	\$52,500 00	\$1,800 00	\$250,000 00
Total expenses,	3,000 00	-	-	2,539 14
Interest on funded and other debts,	-	-	-	80,201 95
Net divisible income,	191,580 00	52,500 00	1,800 00	167,258 91
Amount of dividends declared,	191,580 00	52,500 00	1,881 00	153,220 00
Percentage of dividends declared,	6.0	7.0	4.75	5.0 ^a
Surplus for the year,	-	-	81 00 ^d	14,038 91
Total surplus June 30, 1896,	172,509 97	-	454 41	453,927 67 ^d

* Leased to and operated by ¹ Fitchburg, ² Boston & Albany, ³ New York, New Haven & Hartford, ⁴ Boston & Maine.
^a On 30,644 shares of capital stock.
^d Deficit.

COMPARATIVE STATEMENTS
OF THE
CONDITION AND OPERATIONS
OF THE LEADING
Railroad Corporations of the State.

COMPILED FROM THE RETURNS
FOR THE
YEAR ENDING JUNE 30, 1896.

COMPARATIVE STATEMENTS OF CONDITION AND OPERATIONS OF LEADING RAILROADS.

RAILROADS.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED.					
	57. — Construction.	58. — Equipment.	59. — Total Permanent Investments.	60. — Capital Stock.	61. — Net Debt.	62. — Total Stock and Net Debt.
Boston & Albany,	\$86,074 27	\$12,346 26	\$104,387 47	\$81,819 67	\$22,980 05	\$104,799 72
Boston & Lowell,	105,184 12	7,459 36	141,986 26	58,428 64	70,822 38	129,251 02
Boston & Maine,	87,258 76	12,393 26	118,262 65	59,189 85	63,046 96	122,236 81
Boston & Providence,	82,465 89	14,238 18	101,928 84	65,370 16	35,250 11	100,620 27
Fitchburg,	99,912 49	10,483 29	114,773 19	61,836 83	54,367 09	116,203 92
New England,*	99,943 97	15,168 63	115,112 60	69,336 59	46,809 46	116,146 05
New Haven & Northampton,	45,377 14	6,732 88	52,276 28	19,475 89	30,868 45	50,344 34
New York, New Haven & Hartford,	167,029 67	21,535 16	277,306 46	171,758 26	100,944 07	272,702 33
Norwich & Worcester,	54,703 78	2,716 91	65,106 10	41,955 86	10,131 00	52,086 86
Old Colony,	53,982 03	6,384 33	63,433 64	32,103 45	31,950 13	64,053 58
Providence & Worcester,	89,274 53	17,304 54	106,579 07	73,068 89	29,103 79	102,172 68
Averages,	\$90,750 46	\$11,715 12	\$117,995 10	\$68,413 99	\$49,100 95	\$117,514 94

* Including \$11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title.

Comparative Statements of Condition and Operations of Leading Railroads — Continued.

RAILROADS.	EARNINGS AND EXPENSES OF OPERATION.						
	63. — Passenger Revenue.	64. — Freight Revenue.	65. — Other Earnings from Operation.	66. — Gross Earnings from Operation.	67. — Operating Expenses.	68. — Net Income from Operation.	69. — Per Cent Operating Expenses to Gross Earnings.
Boston & Albany, . .	\$4,784,415 37	\$4,362,285 96	\$203,931 15	\$9,350,632 48	\$6,203,175 90	\$3,147,456 58	66.34
Boston & Maine, . .	10,116,969 15	10,367,989 37	14,809 75	20,499,768 27	14,506,939 70	5,992,828 57	70.77
Fitchburg, . .	2,489,452 05	5,050,696 03	66,617 09	7,606,765 17	5,462,316 04	2,144,449 13	71.81
New England, . .	2,147,291 80	3,780,090 56	20,831 74	5,948,214 10	4,278,516 11	1,669,697 99	71.93
New York, New Haven & Hartford, . .	16,274,100 21	13,772,071 35	299,458 54	30,345,630 10	21,137,226 59	9,208,403 51	69.65

Comparative Statements of Condition and Operations of Leading Railroads — Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE OPERATED.				EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	70. — Gross Earnings from Operation.	71. — Operating Expenses.	72. — Net Income from Operation.		73. — Gross Earnings from Operation.	74. — Operating Expenses.	75. — Net Income from Operation.
Boston & Albany,	\$24,057 41	\$15,959 60	\$8,097 81		\$1.722	\$1.143	\$0.579
Boston & Maine,	11,940 96	8,450 18	3,490 78		1.507	1.066	.441
Fitchburg,	16,616 64	11,932 19	4,684 45		1.305	.937	.368
New England,	11,270 89	8,107 09	3,163 80		1.577	1.134	.443
New York, New Haven & Hartford,	20,724 92	14,435 93	6,288 99		1.976	1.376	.600
Averages,	\$16,190 58	\$11,325 17	\$4,865 41		\$1.676	\$1.172	\$0.504

Comparative Statements of Condition and Operations of Leading Railroads — Continued.

RAILROADS.	COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE.						
	76. — Repair of Roadbed.*	77. — Renewal of Rails.	78. — Repair of Bridges.	79. — Repair of Locomotives.	80. — Repair of Passenger, Baggage and Mail Cars.†	81. — Repair of Freight Cars.‡	83. — Fuel.
Boston & Albany,	\$0.1905	\$0.0152	\$0.0048	\$0.0587	\$0.0847	\$0.1000	\$0.0933
Boston & Maine, . . . . .	.1048	.0062	.0162	.0239	.0642	.0882	.0990
Fitchburg, . . . . .	.0844	.0098	.0029	.0640	.0514	.1183	.1049
New England, . . . . .	.0801	.0048	.0137	.0523	.0605	.0981	.1001
New York, New Haven & Hartford, . . . . .	.1387	.0078	.0157	.0469	.1212	.2247	.1039
Averages,	\$0.1225	\$0.0082	\$0.0128	\$0.0439	\$0.0877	\$0.1353	\$0.1008

* Including renewal of ties.

+ Per total passenger-train mile.

‡ Per total freight-train mile.

Comparative Statements of Condition and Operations of Leading Railroads — Concluded.

RAILROADS.	COST OF REPAIRS.			AVERAGES.			
	84.—Per Locomotive.	85.—Per Passenger, Baggage and Mail Car.	86.—Per Freight Car.	87.—Per Passenger: Average Journey.	88.—Per Ton of Freight: Average Haul.	89.—Per Train Mile: Average Passengers.	90.—Per Train Mile: Average Tons of Freight.
Boston & Albany,	\$1,673 74	\$712 66	\$37 49	Miles. 18.09	Miles. 106.49	41	178
Boston & Maine,	624 50	435 27	43 14	14.45	65.98	43	187
Fitchburg,	2,071 20	482 36	71 95	16.60	115.40	31	140
New England,	1,340 76	440 24	38 97	11.59	96.50	42	188
New York, New Haven & Hartford,	1,347 60	780 31	102 47	17.93	77.95	43	209
Averages,	\$1,223 54	\$615 08	\$63 28	16.23	85.03	42	183

RAILROAD CORPORATIONS.

COMPARISON OF RETURNS

FOR THE

YEARS 1895 AND 1896,

AND

SUMMARY OF RETURNS

FOR THE

YEARS 1890 TO 1896, INCLUSIVE.

RAILROAD CORPORATIONS.

Comparison of Returns for the Years 1895 and 1896.

MILEAGE, ASSETS, ETC.	1895.	1896.	Increase.	Decrease.
Description of Road Owned.	Miles.	Miles.	Miles.	Miles.
Length of road and branches, . . .	3,479.214	3,478.100	-	1.114
in Massachusetts, . . .	2,114.384	2,113.310	-	1.074
Length of second track,* . . .	1,354.730	1,375.227	20.497	-
in Massachusetts, . . .	904.190	906.997	2.807	-
Length of side track, . . .	1,850.576	1,960.307	109.731	-
in Massachusetts, . . .	1,209.586	1,267.747	58.161	-
Total length as single track, . . .	6,684.520	6,813.634	129.114	-
in Massachusetts, . . .	4,228.160	4,288.054	59.894	-
Assets.				
Construction,	\$269,586,601 25	\$275,545,424 61	\$5,958,823 36	-
Equipment,	32,127,764 04	32,065,611 14	-	\$62,152 90
Lands,	2,090,082 70	2,541,973 34	451,890 64	-
Stocks in other companies, . . .	24,005,023 96	27,798,548 97	3,793,525 01	-
Bonds of other companies, . . .	1,296,260 78	9,316,998 28	8,020,737 50	-
Other permanent property, . . .	2,143,448 76	2,630,228 87	486,780 11	-
<i>Total permanent investments,</i>	<i>331,249,181 49</i>	<i>349,898,785 21</i>	<i>18,711,766 62</i>	<i>-</i>
Cash on hand,	5,737,505 80	5,077,702 47	-	659,803 33
Bills receivable,	1,434,358 08	1,798,890 33	364,532 25	-
Other current assets,	13,337,355 01	13,370,643 90	33,288 89	-
<i>Total cash and current assets,</i>	<i>20,509,218 89</i>	<i>20,247,236 70</i>	<i>-</i>	<i>261,982 19</i>
Materials and supplies,	5,141,798 08	5,695,789 36	553,991 28	-
All other assets,	3,739,459 34	4,661,023 35	921,564 01	-
<i>Total miscellaneous assets, .</i>	<i>8,881,257 42</i>	<i>10,356,812 71</i>	<i>1,475,555 29</i>	<i>-</i>
<i>Gross assets,</i>	<i>\$360,639,657 80</i>	<i>\$380,502,834 62</i>	<i>\$19,863,176 82</i>	<i>-</i>
Profit and loss balance (deficit),	3,212,538 69	1,441,840 02	-	\$1,770,698 67
<i>Total as per balance sheet, . .</i>	<i>\$363,852,196 49</i>	<i>\$381,944,674 64</i>	<i>\$18,092,478 15</i>	<i>-</i>
Liabilities.				
Capital stock, common,	\$162,461,145 02	\$172,876,485 02	\$10,415,340 00	-
preferred,	31,045,702 33	32,229,492 33	1,183,790 00	-
<i>Total capital stock,</i>	<i>193,506,847 35</i>	<i>205,105,977 35</i>	<i>11,599,130 00</i>	<i>-</i>
Funded debt,	128,991,352 97	132,202,880 21	3,211,027 24	-
Real estate mortgages,	952,100 00	861,300 00	-	\$90,800 00
Current liabilities,	21,989,567 18	23,203,978 69	2,114,411 51	-
Accrued liabilities,	2,199,662 61	2,250,073 93	50,421 32	-
<i>Total indebtedness,</i>	<i>153,232,672 76</i>	<i>158,517,732 83</i>	<i>5,285,060 07</i>	<i>-</i>
<i>Gross liabilities,†</i>	<i>\$346,739,520 11</i>	<i>\$363,623,710 18</i>	<i>\$16,884,190 07</i>	<i>-</i>
Profit and loss balance (surplus),	17,112,676 38	18,320,964 46	1,208,288 08	-
<i>Total as per balance sheet, . .</i>	<i>\$363,852,196 49</i>	<i>\$381,944,674 64</i>	<i>\$18,092,478 15</i>	<i>-</i>
Income.				
From passengers,	\$29,131,411 34	\$31,691,273 25	\$2,559,861 91	-
mails,	1,202,553 50	1,268,591 94	66,038 44	-
express,	2,013,291 35	2,199,569 46	186,278 11	-
extra baggage and storage, . .	247,365 81	366,337 20	118,971 39	-
other passenger service, . . .	801,096 74	869,251 68	67,554 94	-
<i>Total passenger revenue, . .</i>	<i>33,396,318 74</i>	<i>36,395,023 53</i>	<i>2,998,704 79</i>	<i>-</i>
From freight,	32,819,626 67	36,717,006 98	3,897,380 31	-
other freight service,	862,935 30	1,168,064 54	305,129 24	-
<i>Total freight revenue, . . .</i>	<i>33,682,561 97</i>	<i>37,885,071 52</i>	<i>4,202,509 55</i>	<i>-</i>
Other earnings from operation, . .	1,076,025 34	606,884 87	-	\$469,640 47
<i>Total earnings from operation,</i>	<i>68,154,906 05</i>	<i>74,886,479 92</i>	<i>6,731,573 87</i>	<i>-</i>
Rentals from lease of road, . . .	5,583,961 94	5,725,093 55	141,131 61	-
Income from other sources, . . .	848,837 86	1,631,848 03	783,010 17	-
<i>Gross Income,</i>	<i>\$74,587,706 85</i>	<i>\$82,243,421 50</i>	<i>\$7,655,715 65</i>	<i>-</i>

* Including third and fourth track.

† Exclusive of sinking and other special funds.

RAILROAD CORPORATIONS.

Comparison of Returns for the Years 1895 and 1896 — Concluded.

EXPENDITURES, ETC.	1895.	1896.	Increase.	Decrease.
Expenditures.				
Operating expenses,	\$46,446,304 25	\$52,362,381 63	\$5,916,077 38	-
Interest on debt and loans,	6,423,858 80	6,889,381 22	465,522 42	-
Taxes,	3,527,820 74	3,683,390 79	155,570 05	-
Rentals paid,	6,723,569 31	7,445,441 30	721,871 99	-
Other charges on income,	140,134 17	237,080 16	96,945 99	-
Total charges on income,	16,815,383 02	18,255,293 47	1,439,910 45	-
Dividends paid,	11,364,564 80	11,260,993 75	-	\$103,571 05
Gross expenditures,	\$74,626,252 07	\$81,878,668 85	\$7,252,416 78	-
Condensed Exhibit for the Year.				
Gross earnings from operation,	\$68,154,906 05	\$74,836,479 92	\$6,781,573 87	-
Operating expenses,	46,446,304 25	52,362,381 63	5,916,077 38	-
Net income from operation,	21,708,601 80	22,524,098 29	815,496 49	-
Income from all other sources,	6,432,799 80	7,356,941 58	924,141 78	-
Total income above operating expenses,	28,141,401 60	29,881,039 87	1,739,638 27	-
Interest, taxes and other charges,	16,815,383 02	18,255,293 47	1,439,910 45	-
Net divisible income,	11,326,018 58	11,625,746 40	299,727 82	-
Amount of dividends declared,	11,364,564 80	11,260,993 75	-	\$103,571 05
Surplus for the year,	\$38,546 22d	\$364,752 65	\$403,298 87	-
Percentage of dividend earned,	5.85	5.67	-	0.18
of dividend declared,	5.87	5.49	-	0.38
Volume of Traffic.				
Miles run by passenger trains,	24,302,800	26,392,246	2,089,446	-
by freight trains,	17,019,851	18,354,625	1,334,774	-
by mixed trains,	322,272	266,548	-	55,724
Total revenue-train mileage,	41,644,923	45,013,419	3,368,496	-
Miles run by other trains,	10,260,701	12,344,359	2,083,658	-
Total train mileage,	51,905,624	57,357,778	5,452,154	-
Total passengers carried,	107,856,348	111,629,051	3,772,703	-
passenger mileage,	1,636,197,381	1,773,783,208	137,535,827	-
Total tons of freight hauled,	30,858,173	34,606,838	3,747,665	-
freight mileage,	2,561,598,881	2,878,369,521	316,770,640	-
Equipment, etc.				
Locomotives,	1,982	2,062	80	-
Passenger cars,	3,139	3,217	78	-
Baggage and mail cars,	517	569	52	-
Freight cars (basis 8 wheels),	37,116	39,423	2,307	-
All other cars,	1,519	1,928	409	-
Stock held in Massachusetts,	\$110,466,142 33	\$117,842,400 00	\$7,376,257 67	-
Total number of stockholders,	45,363	47,651	2,288	-
in Massachusetts,	32,945	34,658	1,713	-
Average number of employees,	46,533	62,127	6,594	-
Total miles of road operated,	4,352.224	4,726.190	373.966	-
in Massachusetts,	2,115.844	2,120.370	4.526	-
Highway crossings at grade,*	2,192	2,156	-	37
protected,	1,112	1,154	42	-
unprotected,	1,080	1,001	-	79
Railroad crossings at grade,*	33	32	-	1

* In Massachusetts.

d Deficit.

RAILROAD CORPORATIONS — Summary of Returns for the Years 1890 to 1896, inclusive.

MILEAGE, ASSETS, LIABILITIES, ETC.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Mileage.							
Miles of railroad line in Massachusetts,	2,088.873	2,086.800	2,094.907	2,119.467	2,118.097	2,114.384	2,113.310
of second track,*	796.599	816.017	833.877	869.547	896.117	904.190	906.997
of side track,	1,062.225	1,089.642	1,116.073	1,162.286	1,195.981	1,209.586	1,267.747
Total track in Massachusetts,	3,936.696	3,992.419	4,043.857	4,151.300	4,210.195	4,228.160	4,288.054
Assets.							
Cost of construction,	\$222,450,132 41	\$227,292,767 20	\$232,048,727 29	\$249,811,257 69	\$259,412,497 10	\$269,586,601 25	\$275,545,424 61
of equipment,	27,358,600 74	28,335,787 10	28,599,194 80	29,873,706 96	32,098,580 90	32,127,764 04	32,065,611 14
of other permanent property,	16,261,848 14	16,643,061 09	18,242,178 00	24,931,130 86	30,911,773 80	29,534,816 20	42,287,749 46
Total permanent investments,	266,070,581 29	272,271,615 39	278,890,100 09	304,616,096 01	322,422,851 30	331,249,181 49	349,898,786 21
Cash and current assets,	17,205,854 73	18,899,696 16	18,973,714 78	19,107,584 06	20,190,473 23	20,609,218 89	20,247,236 70
Miscellaneous assets,	8,782,581 80	10,014,397 75	9,770,562 48	11,001,162 00	10,748,992 80	8,881,257 42	10,366,812 71
Gross Assets,	292,008,967 32	301,185,709 30	307,634,377 35	334,724,845 07	353,362,317 33	360,639,657 80	380,502,834 62
Liabilities.							
Capital stock,	\$157,243,516 15	\$158,488,426 15	\$174,513,552 35	\$186,440,422 62	\$191,892,697 35	\$193,506,817 35	\$205,106,977 35
Funded debt,	102,718,868 30	106,158,021 17	100,108,796 52	108,468,211 38	126,646,016 25	128,991,352 97	132,202,390 21
Real estate mortgages,	—	—	—	—	—	952,100 00	861,300 00
Current and accrued liabilities,	19,202,031 06	24,884,140 57	20,535,527 06	25,642,397 82	23,522,230 15	28,289,219 79	25,454,052 62
Total indebtedness,	121,920,899 36	131,042,161 74	120,644,323 58	134,110,609 20	150,168,246 40	153,232,672 76	158,517,732 83
Gross Liabilities,†	279,164,415 51	289,530,587 89	295,157,875 93	320,551,031 82	342,060,943 75	346,739,520 11	363,623,710 18
Net debt,	\$104,715,044 63	\$112,142,465 58	\$101,670,608 80	\$115,003,021 14	\$129,977,773 17	\$132,723,453 87	\$138,270,496 13
General Exhibit for the Year.							
Total earnings from operation,	\$59,230,730 62	\$61,483,104 33	\$64,143,286 66	\$70,935,929 70	\$64,128,423 03	\$68,154,906 05	\$74,886,479 92
Operating expenses,	39,660,713 43	42,432,062 76	44,690,012 00	49,503,963 20	44,464,805 44	46,446,304 25	52,362,381 63
Net income from operation,	19,570,017 19	19,051,041 57	19,453,274 66	21,431,966 50	19,663,617 59	21,708,601 80	22,524,098 29
Rentals from lease of road,	4,909,128 96	3,483,969 23	3,500,334 94	3,538,368 09	5,533,773 81	6,683,961 94	5,725,093 55
Income from all other sources,	1,479,445 78	1,368,858 93	1,396,843 12	1,917,637 49	769,648 61	848,837 86	1,681,848 03
Total income above operating expenses,	25,958,621 93	23,893,869 73	24,350,452 72	26,887,970 08	25,967,085 01	28,141,401 60	29,881,039 87
Interest on debt and loans,	6,776,670 08	6,964,230 19	6,929,697 05	6,870,341 32	6,317,278 86	6,423,858 80	6,889,381 22
Taxes,	2,889,156 03	3,117,557 97	3,045,598 96	3,270,485 05	3,500,162 18	3,627,820 74	3,683,390 79
Rentals paid,	6,318,439 77	5,096,528 71	6,123,039 92	6,568,501 29	6,716,201 09	6,723,669 81	7,445,441 80
Other charges upon income,	244,378 15	86,750 96	84,085 99	117,840 23	43,428 87	140,134 17	237,080 16
Total charges upon income,	15,228,544 03	14,244,062 85	14,182,421 92	14,827,467 89	16,576,065 99	16,815,383 02	18,265,293 47
Net distributable income,	10,730,077 90	9,629,806 88	10,168,030 80	12,060,502 19	9,389,969 02	11,326,018 58	11,625,746 40

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1896.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

TABULATED STATEMENTS.

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Lands and buildings,	3	350
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Cash and current assets,	5	350
Miscellaneous assets,	6	350
Gross assets,	7	350

LIABILITIES, SEPTEMBER 30, 1896.

Capital stock,	8	354
Funded debt,	9	354
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Additions to railway,	15	358
Additions to equipment,	16	358
Additions to lands and buildings,	17	358
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INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1896.

From passengers,	22	361
From mails and parcels,	23	361
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INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Con.

	Column	Page
Total earnings from operation,	25	361
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Miscellaneous income,	27	361
Gross income,	28	361

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896.

Salaries,	29	364
Office expenses and supplies,	30	364
Legal expenses,	31	364
Insurance,	32	364
Other general expenses,	33	364
Total general expenses,	34	364
Repair of roadbed and track,	35	364
Repair of electric line system,	36	367
Removing snow and ice,	37	367
Repair of buildings,	38	367
Total repairs of roadway and buildings,	39	367
Repair of cars and vehicles,	40	367
Repair of electric car equipment,	41	367
Renewal of horses,	42	367
Harnesses, shoeing, etc.,	43	370
Total maintenance of equipment,	44	370
Provender for horses,	45	370
Cost of electric power,	46	370
Wages of employees,	47	370
Damages for injuries,	48	370
Tolls for trackage rights,	49	370
Rents of buildings, etc.,	50	373
Other transportation expenses,	51	373
Total operating expenses,	52	373
Percentage to earnings from operation,	53	373
Interest on funded debt,	54	373
Interest and discount on loans,	55	373
Taxes,	56	373
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Payments to sinking and other special funds,	58	376
Other charges on income,	59	376
Total charges on income,	60	376
Dividends paid,	61	376
Percentage of dividend paid,	62	376
Gross expenditures,	63	376

CONDENSED EXHIBIT FOR THE YEAR.

Net earnings from operation,	64	379
All other income,	65	379
Total income above operating expenses,	66	379
Interest, taxes and other charges,	67	379
Net divisible income,	68	379

CONDENSED EXHIBIT FOR THE YEAR — Con.

	Column	Page
Dividends declared,	69	379
Surplus for the year,	70	379
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Surplus, September 30, 1895,	72	382
Deficit, September 30, 1895,	73	382
Additions during the year,	74	382
Deductions during the year,	75	382
Surplus, September 30, 1896,	76	382
Deficit, September 30, 1896,	77	382

DESCRIPTION OF RAILWAY.

Main track owned,	78	385
Sidings, switches, etc., owned,	79	385
Total track owned,	80	385
Main track operated,	81	385
Operated by horse power,	82	385
Operated by electric power,	83	385
Operated by horse and electric power,	84	385

EQUIPMENT OWNED.

Box passenger cars,	85	388
Open passenger cars,	86	388
Other cars and vehicles,	87	388
Electric cars,	88	388
Equipped with fenders,	89	388
Horses,	90	388
Electric motors,	91	388

VOLUME OF TRAFFIC.

Total passengers carried,	92	391
Average number per mile of main track operated,	93	391
Round trips run,	94	391
Car miles run,	95	391
Number of employees,	96	391

STOCKHOLDERS.

Total number of stockholders,	97	391
Number in Massachusetts,	98	391

ACCIDENTS.

To passengers,	99	394
To employees,	100	394
To other persons,	101	394
Fatal,	102	394
Not fatal,	103	394
Total,	104	394
Total during preceding year,	105	394

COMPARATIVE STATEMENTS.

COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK

OWNED.

	Column	Page
Construction,	106	397
Equipment,	107	397
Lands, buildings, and other permanent property,	108	397
Total cost per mile,	109	397
Capital stock,	110	397
Net debt,	111	397
Total capital investment,	112	397

GROSS EARNINGS FROM OPERATION.

Per mile of main track operated,	113	400
Per round trip run,	114	400
Per car mile run,	115	400
Per passenger carried,	116	400

EXPENSES OF OPERATION.

Per mile of main track operated,	117	400
Per round trip run,	118	400
Per car mile run,	119	403
Per passenger carried,	120	403

NET EARNINGS FROM OPERATION.

Per mile of main track operated,	121	403
Per round trip run,	122	403
Per car mile run,	123	403
Per passenger carried,	124	403

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

		ASSETS SEPTEMBER 30, 1894.						
STREET RAILWAYS.		1.—Construction.	2.—Equipment	3.—Lands and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
1	Atbol & Orange,	\$94,523 61	\$31,503 17	\$9,196 62	-	\$9,815 60	\$750 00	\$146,739 00
2	Beverly & Danvers,	24,004 90	3,000 00	2,979 22	-	908 65	17,992 90	48,886 67
3	Blackstone Valley,	95,984 02	3,300 00	382 20	-	12 95	-	99,659 17
4	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00
5	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	-	-	-	88,636 82
6	Braintree,	78,363 85	16,990 79	5,646 68	-	5,430 18	-	105,431 50
7	Braintree & Weymouth,	131,357 35	38,226 16	60,982 10	-	6,748 83	689 94	238,004 38
8	Brockton,	754,262 80	308,060 86	235,751 95	\$98,040 18	79,842 00	12,313 76	1,488,261 55
9	Brockton, Bridgewater & Taunton,	-	-	-	-	28,385 00	-	28,385 00
10	Commonwealth Avenue (Newton),	68,539 01	25,766 00	5,471 93	268 40	2,793 59	645 35	103,484 28
11	. . . . .	44,161 93	5,889 11	8,995 72	1,500 00	3,538 72	-	64,083 48
12	. . . . .	54,672 10	11,070 69	4,700 00	3,000 00	2,205 99	234 00	75,782 78
13	. . . . .	167,904 88	68,026 85	-	11,659 56	16,773 32	-	264,264 61
14	. . . . .	229,326 30	60,967 36	13,634 03	2,970 14	66,936 70	-	373,734 63
15	East Middlesex (Malden, etc.),	344,618 03	102,105 79	68,662 11	222 00	410 25	-	505,918 18
16	East Wareham, Onset Bay & Ft. Ind.,	14,357 15	5,749 74	1,147 01	-	994 08	-	22,247 98
17	Fall River,	61,028 15	11,743 39	6,199 80	-	34 35	74 00	69,079 69
18	Fitchburg & Leominster,	264,746 23	70,210 63	73,326 10	13,846 76	16,253 71	8,806 77	436,191 12
19	Framingham Union,	86,070 76	20,506 37	-	10,980 82	2,862 26	1,289 33	120,601 06
20	Gardner Electric,	46,434 49	13,036 72	14,736 86	-	2,032 03	1,775 62	78,014 72

Tabulated Statements from Reports of Street Railway Companies—Continued.

ASSETS SEPTEMBER 30, 1906—Continued.								
STREET RAILWAYS.		1.—Construc- tion.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Prop- erty.	5.—Cash and Current Assets.	6.—Miscel- laneous Assets.	7.—Gross Assets.
46	Natick & Cohasset,	\$69,743 05	\$26,665 64	\$9,220 00	-	\$3,632 91	-	\$109,261 60
47	Newburyport & Amesbury,	324,609 98	160,153 15	45,844 26	-	7,805 88	\$14,922 57	553,135 84
48	Newton,	221,380 70	91,055 94	37,393 22	-	16,078 36	-	366,908 24
49	Newton & Boston,	128,012 83	62,926 78	77,902 88	-	5,069 67	-	278,932 16
50	Newtonville & Watertown,	58,351 63	-	1,436 19	-	377 53	-	60,195 35
51	Norfolk Central,	83,333 38	19,623 00	5,564 80	\$16,560 74	4,149 20	345 13	129,416 25
52	Norfolk Suburban (Hyde Park, etc.),	203,618 09	59,308 34	12,410 83	-	1,973 49	17,533 49	294,842 24
53	Northampton,	211,250 59	79,292 63	75,679 63	-	9,206 69	1,634 05	377,063 59
54	North End (Worcester),	100,480 28	51,355 04	13,674 76	-	610 64	-	166,120 72
55	North Woburn,	184,519 19	21,403 92	15,193 22	-	2,952 36	328 70	174,397 39
56	Orange,	1,908 39	-	-	-	5,571 61	-	7,480 00
57	Orange & Lowell,	96,148 86	13,476 67	1,663 92	-	9,810 36	-	121,199 71
58	Orange & Abington,	101,665 73	22,999 25	6,828 64	32,836 43	2,860 98	1,000 00	168,191 03
59	Orange & Lowell,	249,631 37	88,624 88	114,921 90	-	32,293 95	3,954 11	489,426 21
60	Orange & Lowell,	22,723 16	-	-	-	1,439 84	-	24,163 00
61	Reading & Lowell,	137,443 68	14,359 14	-	-	1,691 90	250 00	153,744 72
62	Rockland & Abington,	139,209 08	62,569 26	37,194 51	1,350 00	18,967 54	2,138 26	256,443 63
63	Rockport,	91,652 38	19,374 36	13,236 73	-	3,502 52	-	127,765 99
64	Shelburne Falls & Colrain,	45,944 13	-	8,542 04	-	6,759 02	-	61,246 19
65	Siasconset (Nantucket),	12,097 62	1,376 04	-	-	-	-	13,473 66
66	Somerville,	153,000 00	-	-	-	-	-	153,000 00
67	Southbridge & Sturbridge,	88,209 48	16,494 19	6,716 84	131 51	3,161 24	1,024 11	115,837 37
68	South Middlesex (Natick),	141,949 72	55,261 33	52,431 93	253 43	2,834 38	3,508 06	266,238 85
69	Springfield,	1,002,699 67	387,556 61	495,646 77	-	1,580 41	15,155 98	1,902,739 29
70	Taunton,	628,803 66	111,603 14	127,937 48	57,994 02	49,291 96	-	983,650 28

ASSETS.

74	Wellesley & Boston,	37,069 38	6,501 02	100 00	21 75	744 37	-	44,428 62
75	West End (Boston),	8,110,467 06	6,120,932 86	10,002,618 66	-	1,068,591 67	1,103,017 82	26,386,627 98
76		222,357 83	27,327 39	14,849 36	12,927 05	2,139 45	412 60	279,813 58
77		50,000 00	-	-	-	74 85	50 00	50,124 85
78		57,087 66	9 971 49	6,083 54	-	1,684 95	-	84,827 64
79		299,472 61	58,787 65	6,876 82	-	290 83	199 06	365,628 86
80		1,076,420 91	233,638 35	204,754 21	-	28,778 23	15,800 10	1,669,391 80
81	Worcester & Shrewsbury,	11,700 00	8,300 00	-	-	-	-	20,000 00
82	Worcester & Suburban,	397,496 76	190,570 75	196,255 48	17,243 37	18,840 38	10,659 93	829,756 67
83	Woronocho (Westfield),	44,262 74	14,093 30	29,609 22	-	691 18	410 98	89,067 42
	Totals,	\$29,871,290 21	\$12,617,842 26	\$15,902,949 86	\$491,016 67	\$1,911,651 15	\$1,493,024 86	\$62,187,776 01

1 Railway in process of construction.

2 Railway not in operation.

3 Not including the Montague.

Tabulated Statements from Reports of Street Railway Companies—Continued.

		LIABILITIES SEPTEMBER 30, 1904.						
STREET RAILWAYS.		8.—Capital Stock.	9.—Funded Debt.	10.—Real Estate Mortgages.	11.—Current Liabilities.	12.—Accrued Liabilities.	13.—Sinking and other Special Funds.	14.—Gross Liabilities.
1	Athol & Orange,	\$60,000 00	\$60,000 00	—	\$10,000 00	\$750 00	—	\$130,750 00
2	Beverly & Danvers,	12,000 00	40,000 00	—	721 96	644 62	—	53,366 48
3	Blackstone Valley,	47,800 00	—	—	51,250 00	599 17	—	99,649 17
4	Boston & Chelsea,	121,000 00	—	—	—	—	—	121,000 00
5	Boston & Revere Electric,	50,000 00	48,000 00	—	2,000 00	—	—	100,000 00
6	Braintree,	35,000 00	35,000 00	—	43,517 52	379 17	—	113,896 69
7	Braintree & Weymouth,	160,000 00	—	—	73,841 63	2,555 40	—	236,497 03
8	Brockton,	596,000 00	750,000 00	\$9,700 00	97,948 35	9,852 27	—	1,453,510 62
9	Brockton, Bridgewater & Taunton,	28,385 00	—	—	—	—	—	28,385 00
10	Commonwealth Avenue (Newton),	52,000 00	45,000 00	—	9,632 32	1,054 50	—	107,686 82
11	—	25,000 00	—	900 00	41,940 73	1,019 02	—	68,859 75
12	—	34,900 00	25,000 00	—	7,680 57	—	—	67,580 57
13	—	150,000 00	90,000 00	—	6,555 78	—	\$2,400 00	248,955 78
14	—	125,000 00	94,000 00	—	135,967 09	—	—	354,967 09
15	East Middlesex (Malden, etc.),	297,700 00	225,000 00	—	—	—	—	522,700 00
16	East Wareham, Onset Bay & Pt. Ind.,	21,400 00	—	—	330 80	—	—	21,730 80
17	Fall River,	50,000 00	—	—	19,604 07	114 59	—	69,718 66
18	Fitchburg & Leominster,	250,000 00	30,000 00	—	182,227 14	—	9,231 52	421,458 66
19	Framingham Union,	60,000 00	50,000 00	—	2,500 00	—	1,000 00	113,500 00
20	Gardner Electric,	50,000 00	—	—	25,992 34	690 07	—	76,682 41

LIABILITIES.

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24	Greenfield & Rockport,	30,000 00	-	10,000 00	-	40,000 00
25	Greenfield & Turner's Falls,	100,000 00	-	79,100 83	-	219,100 83
26	Hanover,	49,200 00	-	6,679 00	175 91	55,054 91
27	Haverhill & Amesbury,	150,000 00	-	176,483 08	3,750 00	629,733 08
28	Haverhill, Georgetown & Danvers,	60,000 00	-	34,682 81	-	94,682 81
29	Hingham,	145,000 00	-	29,316 37	4,645 67	303,962 04
30	Holyoke,	400,000 00	7,000 00	41,841 44	-	698,841 44
31	Hosac Valley (North Adams),	100,000 00	-	51,200 00	-	201,200 00
32	Hull,	20,000 00	-	5,433 90	300 00	45,753 90
33	Interstate Consolidated (of R. L.),	300,000 00	-	135,988 70	-	435,988 70
34	Leominster & Clinton, ¹	149,300 00	-	164,172 79	-	318,972 79
35	Lowell, Lawrence & Haverhill,	1,520,000 00	-	44,979 17	31,926 74	2,832,906 91
36	Lowell & Suburban,	800,000 00	-	363,339 96	16,866 64	2,180,006 62
37	Lynn & Boston,	1,220,800 00	-	151,005 44	138,117 99	6,896,567 49
38	Malden & Melrose, ²	200,000 00	-	-	-	200,000 00
39	Marlborough,	80,000 00	-	40,724 99	1,121 00	203,345 99
40	Martha's Vineyard,	3,692 50	-	2,324 79	-	6,017 29
41	Milford, Holliston & Framingham,	150,000 00	-	47,358 46	-	197,358 46
42	Milford & Hopedale,	60,000 00	-	33,766 19	-	93,766 19
43	Montague, ³	40,000 00	-	51,793 12	-	91,793 12
44	Mystic Valley,	40,000 00	-	15,334 05	-	55,334 05
45	Nantasket Electric,	12,500 00	-	16,598 13	-	29,098 13

¹ Railway not in operation.

² Obtained certificate of incorporation, but construction of its railway not yet begun.

³ Formerly the "Clinton." Name changed under chapter 378 of the Acts of 1894.

⁴ Operated by the West End, and operations included in report of that company.

⁵ Consolidated with the Greenfield & Turner's Falls, June 1, 1894.

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		LIABILITIES SEPTEMBER 30, 1895 — Concluded.						
		\$.—Capital Stock.	\$.—Funded Debt.	10.—Real Estate Mortgages.	11.—Current Liabilities.	12.—Accrued Liabilities.	13.—Sinking and other Special Funds.	14.—Gross Liabilities.
46	Natick & Cohasset,	\$100,000 00	-	-	\$1,500 00	-	-	\$101,500 00
47	Newburyport & Amesbury,	80,000 00	\$350,000 00	-	113,011 62	-	-	543,011 62
48	Newton,	210,000 00	135,000 00	-	80 00	-	-	345,080 00
49	Newton & Boston,	125,000 00	125,000 00	\$20,000 00	1,500 00	-	-	271,500 00
50	Newtonville & Watertown,	50,000 00	-	-	12,000 00	-	-	62,000 00
51	Norfolk Central,	75,000 00	-	-	54,165 60	-	-	129,165 60
52	Norfolk Suburban (Hyde Park, etc.),	187,500 00	75,000 00	-	7,554 74	\$937 50	\$12,600 00	293,592 24
53	Northampton,	300,000 00	25,000 00	-	28,500 00	-	-	353,500 00
54	North End (Worcester),	110,000 00	75,000 00	-	648 55	-	-	185,648 55
55	North Woburn,	100,000 00	-	-	84,713 19	-	-	184,713 19
56	ny), ¹	7,480 00	-	-	-	-	-	7,480 00
57	,	60,000 00	45,000 00	-	-	-	-	105,000 00
58	,	100,000 00	35,000 00	7,000 00	24,000 00	-	-	166,000 00
59	,	406,400 00	-	-	27,110 10	-	-	433,510 10
60	,	17,500 00	-	-	6,000 00	-	-	23,500 00
61	Reading & Lowell,	100,000 00	-	-	53,475 72	-	-	153,475 72
62	Rockland & Abington,	120,000 00	87,500 00	-	27,130 09	3,220 67	-	237,850 76
63	Rockport,	100,000 00	-	-	20,201 16	-	-	120,201 16
64	Shelburne Falls & Colrain, ¹	50,000 00	-	-	11,200 00	45 19	-	61,245 19
65	Siasconset (Nantucket), ²	30,000 00	-	-	1,409 24	-	-	31,409 24
66	Somerville,	153,000 00	-	-	-	-	-	153,000 00
67	Southbridge & Sturbridge,	60,000 00	-	-	53,395 87	-	-	113,395 87
68	South Middlesex (Natick),	100,000 00	100,000 00	-	61,357 71	2,650 28	-	264,017 99
69	Springfield,	1,000,000 00	500,000 00	-	245,947 87	-	-	1,745,947 87
70	Taunton,	350,000 00	550,000 00	-	56,282 93	-	-	956,282 93

74	Wellesley & Boston,	.	.	.	.	40,000 00	-	-	2,500 00	-	-	42,500 00
75	West End (Boston),	.	.	.	.	15,485,000 00	9,005,000 00	-	934,701 87	113,337 67	47,866 57	26,385,705 11
76		.	.	.	.	101,760 00	-	-	177,697 77	-	-	279,457 77
77		.	.	.	.	50,000 00	-	-	1 50	-	-	50,001 00
78		.	.	.	.	60,000 00	-	-	24,501 18	-	-	84,501 18
79		.	.	.	.	140,000 00	200,000 00	-	57,412 55	550 00	-	397,962 55
80		.	.	.	.	700,000 00	650,000 00	4,500 00	95,701 59	9,067 10	-	1,455,268 69
81	Worcester & Shrewsbury,	.	.	.	.	20,000 00	-	-	177 95	-	-	20,177 95
82	Worcester & Suburban,	.	.	.	.	542,500 00	186,500 00	-	78,534 61	3,939 90	-	811,474 51
83	Woronoco (Westfield),	.	.	.	.	50,000 00	-	-	36,731 82	-	-	86,731 82
	Totals, ^a	.	.	.	.	\$30,727,817 50	\$24,236,000 00	\$49,100 00	\$4,940,981 45	\$1,163,834 64	\$81,052 16	\$61,198,745 64

^a Railway in process of construction. ^b Railway not in operation. ^c Not including the Mortgage.

Tabulated Statements from Reports of Street Railway Companies—Continued.

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.								
STREET RAILWAYS.*	15. — Additions to Railway.	16. — To Equipment.	17. — To Lands and Buildings.	18. — To other Permanent Property.	19. — Total Additions.	20. — Deductions.	21. — Net Additions.	
1 Athol & Orange,	\$2,231 20	\$4,044 92	\$3,224 65	\$700 00	\$10,200 77	\$358 00	\$9,842 77	
2 Beverly & Danvers,	2,813 00	3,000 00	-	-	5,813 00	-	5,813 00	
4 Boston & Chelsea,	-	-	-	-	-	-	-	
5 Boston & Revere Electric,	-	-	-	-	-	-	-	
6 Braintree,	23,915 94	1,957 24	3,738 17	-	29,611 35	6,560 84	23,050 51	
7 Braintree & Weymouth,	6,943 89	15,477 12	41,747 46	1,530 33	65,728 80	7,800 00	57,928 80	
8 Brockton,	20,773 44	24,752 66	5,839 74	40,341 40	91,706 24	20,431 86	71,275 06	
10 Commonwealth Avenue (Newton),	40,855 13	24,016 00	5,471 93	268 40	70,611 46	-	70,611 46	
11 Conway Electric,	1,212 88	45 00	-	-	1,257 88	5 99	1,251 89	
12 Cottage City,	958 83	332 30	-	-	1,291 13	-	1,291 13	
13 Dartmouth & Westport,	630 46	3,627 50	-	-	4,257 96	370 90	3,887 06	
14 Dighton, Somerset & Swansea,	116,859 59	53,523 92	8,364 65	3,476 02	182,224 18	-	182,224 18	
15 East Middlesex (Malden, etc.),	-	-	-	-	-	-	-	
16 East Wareham, Onset Bay & Pt. Ind.,	-	-	672 01	-	672 01	1,677 35	1,005 34d	
17 Fall River,	-	-	-	-	-	-	-	
18 Fitchburg & Leominster,	28,051 35	12,930 17	3,489 67	-	44,471 19	8,906 78	35,564 41	
19 Frammingham Union,	-	-	-	-	-	510 00	510 00d	
20 Gardner Electric,	112 95	2,323 68	3,325 85	-	5,762 48	-	5,762 48	
21 Globe (Fall River),	18,616 72	23,429 03	3,109 67	-	45,155 44	85 04	45,070 40	
22 Gloucester,	1,605 27	5,887 93	-	-	7,493 22	-	7,493 22	
23 Gloucester, Essex & Beverly,	59,219 35	18,984 55	3,022 04	-	81,225 94	-	81,225 94	
24 Gloucester & Rockport,	406 82	-	-	-	406 82	144 74	262 08	
25 Greenfield & Turner's Falls,	65,805 02	17,376 54	16,187 95	-	100,369 51	-	100,369 51	
26 Haverhill,	-	-	-	-	-	-	-	
27 Haverhill & Amesbury,	2,525 14	6,076 70	18 00	-	7,610 84	-	7,610 84	

PROPERTY ACCOUNTS.

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31	Housac Valley (North Adams),	66,262 17	28,234 31	2,700 00	1,401 44	98,597 92	96,897 92
32	Hull,	-	-	-	-	-	5,287 81
33	Interstate Consolidated (of R. I.),	114,061 38	42,418 79	28,435 70	-	184,935 87	184,935 87
34	Leominster & Clinton,	129,487 28	21,966 32	72,061 69	38,032 59	262,267 88	262,267 88
35	.	7,794 92	1,280 89	16,270 26	27,063 72	52,359 79	602 00
36	.	99,058 46	50,872 63	48,236 56	79,228 16	272,395 81	235,722 16
37	.	164,353 78	109,262 48	5,865 93	-	278,982 17	277,532 17
38	Marlborough,	57 25	1,068 55	117 15	241 06	1,484 00	1,484 00
39	Martha's Vineyard,	-	-	-	-	-	-
40	Milford, Holliston & Framingham,	-	-	-	-	-	-
41	Milford & Hopedale,	34,780 71	8,127 46	48,109 17	-	91,017 34	39,216 36
42	Montague,	-	726 98	262 89	-	989 87	989 87
43	.	-	-	-	-	-	-
44	Myatic Valley,	-	-	-	-	-	-
45	Nantasket Electric,	-	-	-	-	-	-
46	Natick & Cohasset,	-	-	-	-	-	-
47	Newburyport & Amesbury,	6,190 61	480 00	647 59	-	7,318 20	7,318 20
48	Newton,	1,982 77	-	-	-	1,982 77	5 23
49	Newton & Boston,	4,023 49	3,201 04	13,341 02	3,049 25	23,614 80	23,614 80
50	Newtonville & Watertown,	1,398 10	-	-	-	1,398 10	1,398 10
51	Norfolk Central,	-	-	-	-	-	-
52	Norfolk Suburban (Hyde Park, etc.),	63,228 90	18,757 70	5,802 38	36 37	77,819 35	51,542 18
53	Northampton,	692 52	1,804 17	1,263 19	3,496 35	7,266 21	7,203 98
54	North End (Worcester),	-	-	-	1,556 44	1,556 44	1,556 44
55	North Woburn,	22,793 90	2,420 91	-	150 00	26,364 81	24,642 81
56	Pittsfield Electric,	68,308 70	7,148 19	-	-	60,456 89	38,231 55
57	Plymouth & Kingsion,	-	215 85	91 33	232 95	540 13	540 13
58	Quincy & Boston,	52,840 33	28,215 81	14,019 11	-	95,105 25	81,036 26
59	.	-	-	-	-	-	-

* In this and the following Tables, the names and numbers of Companies whose railways are leased, unfinished, or not in operation, and which furnish no items for the tables, are in some cases omitted.
d Net deduction.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

		ASSETS SEPTEMBER 30, 1896.						
STREET RAILWAYS.		1.—Construc- tion.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Prop- erty.	5.—Cash and Current Assets.	6.—Miscel- laneous Assets.	7.—Gross Assets.
1	Athol & Orange,	\$94,523 61	\$31,503 17	\$9,186 62	-	\$9,815 60	\$750 00	\$145,789 00
2	Beverly & Danvers,	24,004 90	3,000 00	2,979 22	-	908 65	17,992 90	48,885 67
3	Blackstone Valley,	95,984 02	3,300 00	362 20	-	12 95	-	99,659 17
4	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00
5	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	-	-	-	88,636 82
6	Braintree,	78,363 85	15,990 79	5,646 68	-	5,430 18	-	105,431 50
7	Braintree & Weymouth,	131,357 35	38,226 16	60,962 10	-	6,748 83	689 94	238,004 38
8	Brockton,	764,262 80	308,050 86	235,751 95	\$98,040 18	79,842 00	12,313 76	1,488,261 55
9	Brockton, Bridgewater & Taunton,	-	-	-	-	28,385 00	-	28,385 00
10	Commonwealth Avenue (Newton),	68,539 01	25,766 00	5,471 93	268 40	2,793 59	645 35	103,484 28
11	Conway Electric,	44,161 93	5,889 11	8,995 72	1,500 00	3,536 72	-	64,083 48
12	Cottage City,	54,572 10	11,070 69	4,700 00	3,000 00	2,205 99	234 00	75,782 78
13	Dartmouth & Westport,	167,904 88	68,026 85	-	11,559 56	16,773 32	-	264,264 61
14	Dighton, Somerset & Swansea,	229,326 30	60,867 36	13,634 03	2,970 14	66,936 70	-	373,734 53
15	East Middlesex (Malden, etc.),	344,518 03	102,105 79	58,662 11	222 00	410 25	-	505,918 18
16	East Wareham, Onset Bay & Pt. Ind.,	14,357 16	6,749 74	1,147 01	-	984 08	-	22,247 98
17	Fall River,	51,028 15	11,743 39	6,199 80	-	34 35	74 00	69,079 69
18	Fitchburg & Leominster,	254,746 23	70,210 53	78,325 10	13,846 78	15,253 71	8,808 77	436,191 12
19	Framingham Union,	85,070 76	20,508 37	-	10,890 32	2,862 28	1,269 33	120,601 06
20	Gardner Electric,	46,434 49	13,036 72	14,735 86	-	2,032 03	1,775 62	78,014 72

21	Globe (Fall River),	1,593,274 82	346,485 79	227,232 65	-	19,204 14	1,386 49	2,187,583 89
22	Gloucester,	172,245 66	85,939 90	59,844 13	-	10,191 94	1,520 06	329,741 69
23	Gloucester, Essex & Beverly,	272,163 63	51,827 27	69,211 10	-	10,222 71	3,272 82	408,697 53
24	Gloucester & Rockport,	19,000 00	5,000 00	16,000 00	-	1,800 00	-	41,800 00
25	Greenfield & Turner's Falls,	152,416 52	31,865 40	25,353 79	-	18,762 23	325 50	228,723 44
26	Hanover,	42,663 13	8,019 50	3,125 46	-	72 03	558 17	54,438 29
27	Haverhill & Amesbury,	520,931 71	81,876 91	54,296 62	-	12,169 33	5,439 00	674,713 57
28	Haverhill, Georgetown & Danvers,	77,366 03	12,074 15	5,147 36	-	1,807 12	-	96,394 66
29	Hingham,	192,876 99	44,277 22	52,157 87	8,145 05	7,283 84	245 00	304,965 97
30	Holyoke,	393,045 71	134,545 31	203,545 77	6,000 00	10,156 83	4,997 68	751,291 30
31	Hoosac Valley (North Adams),	162,041 36	56,437 14	9,950 00	3,466 50	4,268 68	-	236,163 68
32	Hull,	26,693 42	10,322 15	2,100 00	-	5,664 48	-	44,780 05
33	Interstate Consolidated (of R. I.),	307,586 04	114,820 46	35,990 61	-	6,901 03	3,414 18	468,712 32
34	Leominster & Clinton, ²	165,229 74	31,416 87	77,551 18	38,032 59	5,923 74	1,351 94	319,508 06
35	Lowell, Lawrence & Haverhill,	1,580,360 34	654,681 25	668,024 05	2,162 00	88,825 71	17,196 58	3,011,249 93
36	Lowell & Suburban,	1,203,811 12	316,258 84	456,071 16	151,931 92	57,450 83	44,695 79	2,230,219 66
37	Lynn & Boston,	4,051,069 29	1,333,664 32	1,389,974 10	-	64,572 10	146,457 55	6,985,737 36
38	Malden & Melrose, ⁴	165,500 00	-	-	-	-	-	165,500 00
39	Marlborough,	111,975 84	32,214 51	40,727 03	722 93	71 06	19,670 65	205,382 02
40	Martha's Vineyard,	5,680 40	-	-	-	557 77	-	6,238 17
41	Millford, Holliston & Framingham,	163,757 90	28,034 35	5,205 44	-	557 07	-	197,554 76
42	Millford & Hopedale,	34,780 71	8,127 46	48,109 17	-	2,949 25	-	93,966 59
43	Montague, ⁵	65,119 76	10,603 42	16,069 94	-	-	-	91,793 12
44	Mystic Valley,	49,225 75	4,169 87	-	-	2,631 65	-	56,027 27
45	Nantasket Electric,	29,040 31	-	-	-	1,729 12	-	30,769 43

¹ Railway not in operation.² Obtained certificate of incorporation, but construction of its railway not yet begun.³ Formerly the "Clinton." Name changed under chapter 378 of the Acts of 1896.⁴ Operated by the West End, and operations included in report of that company.⁵ Consolidated with the Greenfield & Turner's Falls, June 1, 1896.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Assets September 30, 1906—Concluded.

STREET RAILWAYS.	3.—Construction.	2.—Equipment.	1.—Lands and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
46 Natick & Cohimata,	\$69,743 03	\$26,665 64	\$9,220 00	-	\$3,632 91	-	\$109,261 60
47 Newburyport & Amesbury,	324,609 98	160,153 15	45,644 26	-	7,805 88	\$14,922 57	553,135 84
48 Newton,	221,380 70	91,035 91	37,393 22	-	16,078 38	-	355,908 24
49 Newton & Boston,	128,012 93	62,928 78	77,902 88	-	5,089 57	-	273,932 16
50 Newtonville & Watertown,	58,351 63	-	1,436 19	-	377 53	-	60,195 35
51 Norfolk Central,	83,333 38	19,523 00	5,564 80	\$16,500 71	4,149 20	345 13	129,416 25
52 Norfolk Suburban (Hyde Park, etc.),	203,618 09	59,306 34	12,410 83	-	1,973 49	17,533 49	294,842 24
53 Northampton,	211,250 59	79,292 63	75,679 63	-	9,208 69	1,634 05	377,063 59
54 North End (Worcester),	100,480 28	51,365 04	13,674 76	-	610 64	-	166,120 72
55 North Woburn,	134,519 19	21,403 92	15,193 22	-	2,932 36	328 70	174,397 39
56	1,908 39	-	-	-	5,571 61	-	7,480 00
57	96,148 86	13,476 57	1,663 92	-	9,910 36	-	121,199 71
58	101,635 73	22,999 25	6,828 64	32,836 43	2,860 98	1,000 00	168,191 03
59	249,631 37	88,624 88	114,921 90	-	32,293 95	3,954 11	489,426 21
60	22,723 16	-	-	-	1,439 84	-	24,163 00
61 Reading & Lowell,	137,443 68	14,359 14	-	-	1,691 90	250 00	153,744 72
62 Rockland & Abington,	189,209 08	62,589 25	37,194 51	1,350 00	13,987 54	2,133 26	256,448 63
63 Rockport,	91,632 38	19,374 36	13,238 73	-	3,502 52	-	127,765 99
64 Shelburne Falls & Colrain,	46,944 13	-	8,542 04	-	6,769 02	-	61,245 19
65 Siasconset (Nantucket),	12,067 62	1,376 04	-	-	-	-	13,473 66
66 Somerville,	153,000 00	-	-	-	-	-	153,000 00
67 Southbridge & Starbridge,	88,309 48	16,494 19	6,716 84	131 51	3,161 24	1,024 11	115,837 37
68 South Middlesex (Natick),	141,949 72	55,261 33	62,431 93	253 43	2,834 38	3,509 06	256,238 85
69 Springfield,	1,002,699 67	387,556 51	495,046 77	-	1,680 41	16,156 98	1,902,789 29
70 Tannan,	626,803 66	111,503 14	137,957 48	57,994 02	49,291 96	-	963,660 28

71	Union (New Bedford),	528,609 77	195,186 49	197,899 61	-	21,875 30	3,000 00	946,571 17
72	Wakefield & Stoneham,	189,203 62	67,152 67	79,829 68	-	11,974 06	2,300 00	350,460 03
73	Warren, Brookfield & Spencer,	163,937 89	23,079 31	39,703 11	-	674 71	300 00	227,695 02
74	Wellesley & Boston,	37,069 38	6,501 02	100 00	21 75	744 37	-	44,426 52
75	West End (Boston),	8,110,467 08	6,120,932 85	10,002,618 66	-	1,068,591 57	1,103,017 82	26,395,627 98
76	West Roxbury & Roslindale,	222,357 83	27,327 39	14,649 36	12,927 05	2,139 45	412 50	279,813 58
77	Winnistimmet (Chelsea),	50,000 00	-	-	-	74 85	60 00	50,124 85
78	Woburn & Reading,	67,087 66	9,971 49	6,083 54	-	1,684 95	-	84,827 64
79	Woonsocket (of Rhode Island),	299,472 61	58,787 55	6,876 82	-	290 83	199 05	365,626 86
80	Worcester Consolidated,	1,076,420 91	233,638 35	204,754 21	-	28,778 23	15,800 10	1,559,391 80
81	Worcester & Shrewsbury,	11,700 00	8,300 00	-	-	-	-	20,000 00
82	Worcester & Suburban,	397,486 76	190,570 75	195,255 48	17,243 37	18,540 38	10,659 93	829,758 67
83	Woronoco (Westfield),	44,262 74	14,093 30	29,609 22	-	691 18	410 98	89,067 42
	Totals, ¹	\$29,871,290 21	\$12,517,842 26	\$15,902,949 86	\$491,016 67	\$1,911,651 15	\$1,493,024 86	\$62,187,775 01

¹ Railway in process of construction.

² Railway not in operation.

³ Not including the Montague.

Tabulated Statements from Reports of Street Railway Companies—Continued.

LIABILITIES SEPTEMBER 30, 1904.								
STREET RAILWAYS		A.—Capital Stock.	B.—Funded Debt.	C.—Real Estate Mortgages.	D.—Current Liabilities.	E.—Accrued Liabilities.	F.—Sinking and other Special Funds.	G.—Gross Liabilities.
1	Athol & Orange,	\$60,000 00	\$60,000 00	-	\$10,000 00	\$750 00	-	\$130,750 00
2	Beverly & Danvers,	12,000 00	40,000 00	-	721 96	644 82	-	53,366 48
3	Blackstone Valley,	47,800 00	-	-	51,260 00	699 17	-	99,659 17
4	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00
5	Boston & Revere Electric,	50,000 00	48,000 00	-	2,000 00	-	-	100,000 00
6	Braintree,	35,000 00	36,000 00	-	43,517 52	379 17	-	113,896 69
7	Braintree & Weymouth,	160,000 00	-	-	73,841 63	2,655 40	-	236,497 03
8	Brockton,	686,000 00	750,000 00	\$9,700 00	97,948 35	9,862 27	-	1,463,610 62
9	Brockton, Bridgewater & Taunton, ¹	28,385 00	-	-	-	-	-	28,385 00
10	Commonwealth Avenue (Newton),	52,000 00	45,000 00	-	9,632 32	1,054 50	-	107,686 82
11	Conway Electric,	25,000 00	-	900 00	41,940 73	1,019 02	-	68,859 75
12	Cottage City,	34,900 00	25,000 00	-	7,660 57	-	-	67,560 57
13	Swansea,	150,000 00	80,000 00	-	6,565 78	-	\$3,400 00	248,965 78
14	Swansea,	126,000 00	94,000 00	-	135,987 09	-	-	354,987 09
15	Swansea, (etc.),	297,700 00	225,000 00	-	-	-	-	522,700 00
16	East Wareham, Onset Bay & Pt. Ind.,	21,400 00	-	-	230 80	-	-	21,730 80
17	Fall River,	50,000 00	-	-	19,604 07	114 59	-	69,718 66
18	Fitchburg & Leominster,	280,000 00	20,000 00	-	132,227 11	-	9,231 52	421,458 63
19	Frammingham Union,	60,000 00	60,000 00	-	2,500 00	-	1,000 00	113,600 00
20	Gardner Electric,	50,000 00	-	-	25,992 34	690 07	-	76,682 41

21	Globe (Fall River),	650,000 00	1,425,000 00	-	45,597 34	12,663 47	-	2,133,260 81
22	Gloucester,	180,000 00	60,000 00	-	50,500 00	3,325 10	-	293,825 10
23	Gloucester, Essex & Beverly,	250,000 00	-	-	147,980 71	-	-	397,980 71
24	Gloucester & Rockport,	30,000 00	-	-	10,000 00	-	-	40,000 00
25	Greenfield & Turner's Falls,	100,000 00	40,000 00	-	79,100 83	-	-	219,100 83
26	Hanover,	49,200 00	-	-	6,679 00	175 91	-	56,064 91
27	Haverhill & Amesbury,	150,000 00	329,500 00	-	176,483 08	3,750 00	-	659,733 08
28	Haverhill, Georgetown & Danvers,	60,000 00	-	-	34,682 81	-	-	94,682 81
29	Hingham,	145,000 00	125,000 00	-	29,316 37	4,645 67	-	303,962 04
30	Holyoke,	400,000 00	250,000 00	7,000 00	41,841 44	-	-	698,841 44
31	Hosac Valley (North Adams),	100,000 00	50,000 00	-	51,200 00	-	-	201,200 00
32	Hull,	20,000 00	20,000 00	-	5,453 90	300 00	-	45,753 90
33	Interstate Consolidated (of R. I.),	300,000 00	-	-	135,988 76	-	-	435,988 76
34	Leominster & Clinton, ¹	149,300 00	5,500 00	-	164,172 79	-	-	318,972 79
35	Lowell, Lawrence & Haverhill,	1,520,000 00	1,336,000 00	-	44,979 17	31,926 74	-	2,932,905 91
36	Lowell & Suburban,	800,000 00	1,000,000 00	-	363,339 98	16,666 64	-	2,180,006 62
37	Lynn & Boston,	1,220,800 00	5,379,000 00	-	151,005 44	138,117 99	7,634 06	6,896,557 49
38	Malden & Melrose, ⁴	200,000 00	-	-	-	-	-	200,000 00
39	Marlborough,	80,000 00	80,000 00	-	40,724 99	1,121 00	500 00	202,345 99
40	Martha's Vineyard,	3,692 50	-	-	2,324 79	-	-	6,017 29
41	Millford, Holliston & Framingham,	150,000 00	-	-	47,358 46	-	-	197,358 46
42	Millford & Hopedale,	60,000 00	-	-	33,766 19	-	-	93,766 19
43	Montague, ⁵	40,000 00	-	-	51,793 12	-	-	91,793 12
44	Mystic Valley,	40,000 00	-	-	15,334 05	-	-	55,334 05
45	Nantasket Electric,	12,500 00	-	-	16,598 13	-	-	29,098 13

¹ Railway not in operation.
² Obtained certificate of incorporation, but construction of its railway not yet begun.
³ Formerly the "Clinton." Name changed under chapter 378 of the Acts of 1896.
⁴ Operated by the West End, and operations included in report of that company.
⁵ Consolidated with the Greenfield & Turner's Falls, June 1, 1896.

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		LIABILITIES SEPTEMBER 30, 1896 — Concluded.						
		8.—Capital Stock.	9.—Funded Debt.	10.—Real Estate Mortgages.	11.—Current Liabilities.	12.—Accrued Liabilities.	13.—Sinking and other Special Funds.	14.—Gross Liabilities.
46	Natick & Cochrutuate,	\$100,000 00	-	-	\$1,500 00	-	-	\$101,500 00
47	Newburyport & Amesbury,	80,000 00	\$350,000 00	-	113,011 62	-	-	543,011 62
48	Newton,	210,000 00	135,000 00	-	80 00	-	-	345,080 00
49	Newton & Boston,	125,000 00	125,000 00	\$20,000 00	1,500 00	-	-	271,500 00
50	Newtonville & Watertown,	50,000 00	-	-	12,000 00	-	-	62,000 00
51	Norfolk Central,	75,000 00	-	-	54,166 60	-	-	129,166 60
52	Norfolk Suburban (Hyde Park, etc.),	187,500 00	75,000 00	-	7,554 74	\$937 50	\$12,600 00	283,592 24
53	Northampton,	300,000 00	25,000 00	-	28,500 00	-	-	353,500 00
54	North End (Worcester),	110,000 00	75,000 00	-	548 55	-	-	185,548 55
55	North Woburn,	100,000 00	-	-	84,713 19	-	-	184,713 19
56	People's (West Newbury), ¹	7,480 00	-	-	-	-	-	7,480 00
57	Pittsfield Electric,	60,000 00	45,000 00	-	-	-	-	105,000 00
58	Plymouth & Kingston,	100,000 00	35,000 00	7,000 00	24,000 00	-	-	166,000 00
59	Quincy & Boston,	406,400 00	-	-	27,110 10	-	-	433,510 10
60	Randolph,	17,500 00	-	-	6,000 00	-	-	23,500 00
61	Reading & Lowell,	100,000 00	-	-	53,475 72	-	-	153,475 72
62	Rockland & Abington,	120,000 00	87,500 00	-	27,130 09	3,220 67	-	237,850 76
63	Rockport,	100,000 00	-	-	20,201 16	-	-	120,201 16
64	Shelburne Falls & Colrain, ¹	50,000 00	-	-	11,200 00	45 19	-	61,245 19
65	Siasconset (Nantucket), ²	30,000 00	-	-	1,409 24	-	-	31,409 24
66	Somerville,	153,000 00	-	-	-	-	-	153,000 00
67	Southbridge & Sturbridge,	60,000 00	-	-	53,395 87	-	-	113,395 87
68	South Middlesex (Natick),	100,000 00	100,000 00	-	51,367 71	2,650 28	-	254,017 99
69	Springfield,	1,000,000 00	500,000 00	-	245,947 87	-	-	1,745,947 87
70	Taunton,	350,000 00	550,000 00	-	58,282 93	-	-	958,282 93

71	Union (New Bedford),	350,000 00			169,134 76	-	-	869,134 76
72	Wakefield & Stoneham,	150,000 00			47,957 10	-	-	348,582 10
73	Warren, Brookfield & Spencer,	150,000 00			76,654 83	-	-	228,654 83
74	Wellesley & Boston,	40,000 00			2,500 00	-	-	42,500 00
75	West End (Boston),	15,485,000 00			934,701 87	913,337 67	47,666 57	26,385,706 11
76	West Roxbury & Roslindale,	101,760 00			177,697 77	-	-	279,457 77
77	Winnisimmet (Chelsea),	50,000 00			1 50	-	-	50,001 50
78	Woburn & Reading,	60,000 00			24,501 18	-	-	84,501 18
79	Woonsocket (of Rhode Island),	140,000 00			57,412 55	550 00	-	397,962 55
80	Worcester Consolidated,	700,000 00		4,500 00	95,701 59	8,067 10	-	1,458,268 69
81	Worcester & Shrewsbury,	20,000 00			177 95	-	-	20,177 95
82	Worcester & Suburban,	542,500 00			78,534 61	3,939 90	-	811,474 51
83	Woronoco (Westfield),	50,000 00			36,731 82	-	-	86,731 82
	Totals, ¹	\$30,727,817 50	\$24,236,000 00	\$49,100 00	\$4,940,961 45	\$1,163,834 54	\$81,032 15	\$61,198,745 64

¹ Railway in process of construction.

² Railway not in operation.

³ Not including the Montague.

STREET RAILWAY COMPANIES.

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Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.		PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.						
		15.—Additions to Railway.	16.—To Equipment.	17.—To Lands and Buildings.	18.—To other Permanent Property.	19.—Total Additions.	20.—Deductions.	21.—Net Additions.
1	Athol & Orange,	\$2,231 20	\$4,044 92	\$3,224 65	\$700 00	\$10,200 77	\$358 00	\$9,842 77
2	Beverly & Danvers,	2,813 00	3,000 00	-	-	5,813 00	-	5,813 00
4	Boston & Chelsea,	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-
6	Braintree,	23,915 94	1,957 24	3,738 17	-	29,611 35	6,560 84	23,050 51
7	Braintree & Weymouth,	6,943 89	15,477 12	41,747 46	1,530 33	65,728 80	7,800 00	57,928 80
8	Brockton,	20,773 44	24,752 66	5,839 74	40,341 40	91,706 94	20,431 86	71,275 08
10	Commonwealth Avenue (Newton),	40,855 13	24,016 00	5,471 93	268 40	70,611 46	-	70,611 46
11	Conway Electric,	1,212 88	45 00	-	-	1,257 88	5 99	1,251 89
12	Cottage City,	958 83	332 30	-	-	1,291 13	-	1,291 13
13	Dartmouth & Westport,	630 46	3,627 50	-	-	4,257 96	370 90	3,887 06
14	Dighton, Somerset & Swansea,	116,859 59	53,523 92	8,364 65	3,476 02	182,224 18	-	182,224 18
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	-	-	672 01	-	672 01	1,677 35	1,005 34d
17	Fall River,	-	-	-	-	-	-	-
18	Fitchburg & Leominster,	28,031 35	12,930 17	3,489 67	-	44,471 19	8,906 78	35,564 41
19	Framingham Union,	-	-	-	-	-	510 00	510 00d
20	Gardner Electric,	112 95	2,323 68	3,325 85	-	5,762 48	-	5,762 48
21	Globe (Fall River),	18,616 72	23,429 05	3,109 67	-	45,155 44	85 04	45,070 40
22	Gloucester,	1,605 27	5,887 95	-	-	7,493 22	-	7,493 22
23	Gloucester, Essex & Beverly,	59,219 35	18,984 55	3,022 04	-	81,225 94	-	81,225 94
24	Gloucester & Rockport,	406 82	-	-	-	406 82	144 74	262 08
25	Greenfield & Turner's Falls,	66,805 02	17,376 54	16,187 95	-	100,369 51	-	100,369 51
26	Haverhill,	-	-	-	-	-	-	-
27	Haverhill & Amesbury,	2,520 14	5,075 70	18 00	-	7,619 84	-	7,619 84

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Concluded.						
		15.—Additions to Railway.	16.—To Equipment.	17.—To Lands and Buildings.	18.—To other Permanent Property.	19.—Total Additions.	20.—Deductions.	21.—Net Additions.
60	Randolph,	-	-	-	-	-	-	-
61	Reading & Lowell,	-	-	-	-	-	-	-
62	Rockland & Abington,	\$13,867 73	\$893 72	\$4,581 00	-	\$19,342 45	-	\$19,342 45
63	Rockport,	-	-	-	-	-	-	-
67	Southbridge & Sturbridge,	-	-	-	-	-	-	-
68	South Middlesex (Natick),	1,295 47	4,988 14	883 94	\$14 28	7,181 83	\$561 88	6,619 95
69	Springfield,	183,080 25	45,598 51	94,946 82	-	323,635 58	25 00	323,610 58
70	Taunton,	449 60	1,232 24	4,112 88	189 17	5,983 89	-	5,983 89
71	Union (New Bedford),	-	2,165 51	679 88	59,144 45	61,989 84	22,941 54	39,048 30
72	Wakefield & Stoneham,	4,957 54	5,185 20	3,798 30	-	13,941 04	800 00	13,141 04
73	Warren, Brookfield & Spencer,	-	-	-	-	-	-	-
74	Wellesley & Boston,	8,319 04	306 37	100 00	389 25	9,114 66	-	9,114 66
75	West End (Boston),	603,136 38	744,710 60	658,958 57	-	2,006,805 55	698,044 36	1,308,761 19
76	West Roxbury & Roslindale,	-	-	-	-	-	-	-
78	Woburn & Reading,	-	-	-	-	-	-	-
79	Woonsocket (of Rhode Island),	99,732 32	12,834 75	6,876 82	-	119,443 89	52 72	119,391 17
80	Worcester Consolidated,	15,842 54	1,187 00	-	-	17,029 54	1,257 33	15,772 21
81	Worcester & Shrewsbury,	-	-	-	-	-	-	-
82	Worcester & Suburban,	1,591 20	10,243 66	523 54	-	12,358 40	500 00	11,858 40
83	Woronoco (Westfield),	14,864 85	8,654 33	16,631 74	-	40,150 92	4,573 99	35,576 93

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1896.					
		23.—From Passengers.	24.—From Mails and Parcels.	25.—From Tolls, Rents, Advertising, etc.	26.—Total Earnings from Operation.	27.—Rentals from Lease of Railway.	28.—Miscellaneous Income.
1	Athol & Orange.	\$37,535 05	-	\$342 58	\$38,397 63	-	\$38,397 63
2	Beverly & Danvers.	1,990 60	-	5 02	1,995 62	-	1,995 62
4	Boston & Chelsea. ¹	-	-	-	-	\$7,260 00	7,260 00
5	Boston & Revere Electric. ²	-	-	-	-	1,500 00	1,500 00
6	Braintree.	29,780 60	-	367 95	30,138 55	-	30,138 55
7	Braintree & Weymouth.	44,225 78	-	88 33	44,314 11	-	44,314 11
8	Brockton.	299,304 40	-	7,550 87	306,855 27	-	306,855 27
10	Commonwealth Avenue (Newton). ³	9,885 23	-	295 15	10,180 38	-	10,180 38
11	Conway Electric.	1,643 79	\$275 53	2,690 28	4,609 60	-	4,609 60
12	Cottage City.	6,271 27	-	-	5,271 27	-	5,271 27
13	Dartmouth & Westport.	107,086 59	209 40	661 94	107,957 93	-	111,142 16
14	Swansea.	61,434 14	-	-	61,434 14	-	61,434 14
15	Swansea, etc. ⁴	-	-	-	-	18,000 00	18,000 00
16	East Wareham, Onset Bay & Pt. Ind.	4,113 41	150 00	1,984 82	6,248 23	-	6,248 23
17	Fall River. ⁴	5,218 56	-	2 10	5,220 66	-	5,220 66
18	Fitchburg & Leominster.	127,859 03	-	327 49	128,186 52	-	128,186 52
19	Framingham Union.	17,996 25	150 00	571 00	18,717 25	-	18,717 25
20	Gardner Electric.	19,041 74	-	143 80	19,185 54	-	19,185 54
21	Globe (Fall River).	304,166 30	-	19,354 37	323,520 67	-	323,520 67
22	Gloucester.	63,987 55	-	789 25	64,776 80	-	64,776 80
23	Gloucester, Essex & Beverly.	57,149 10	-	1,114 99	58,264 09	-	58,264 09
24	Gloucester & Rockport. ²	-	-	-	-	1,800 00	1,800 00
25	Greenfield & Turner's Falls.	33,399 71	-	1,457 63	34,857 34	-	34,857 34
26	Hanover. ²	5,641 96	-	52 80	5,694 76	-	5,694 76
27	Haverhill & Amesbury.	97,464 47	-	1,833 23	99,047 70	-	99,047 70

¹ Leased to the West End and operated by the Lynn & Boston.
² Leased to the Lynn & Boston.
³ Commenced operation March 28, 1896.
⁴ Commenced operation May 23, 1896.
⁵ Leased to the Gloucester.
⁶ Commenced operation June 17, 1896.

Tabulated Statements from Reports of Street Railway Companies — Continued.

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Concluded.

STREET RAILWAYS.	23. — From Passengers.	23. — From Mails and Parcels.	24. — From Tolls, Rents, Advertising, etc.	25. — Total Earnings from Operation.	26. — Rentals from Lease of Railway.	27. — Miscellaneous Income.	28. — Gross Income
28 Haverhill, Georgetown & Danvers, ¹	\$7,817 80	-	-	\$7,817 80	-	-	\$7,817 80
29 Hingham, ²	22,584 19	-	\$1,433 30	24,017 49	-	-	24,017 49
30 Holyoke, ³	172,025 44	-	1,514 10	173,539 54	-	-	173,539 54
31 Hoosac Valley (North Adams),	67,074 18	\$270 80	1,077 22	68,422 20	-	-	68,422 20
32 Hull, ⁴	5,594 15	-	-	5,594 15	-	-	5,594 15
33 Interstate Consolidated (of R. I.),	117,826 00	-	3,096 85	120,922 85	-	-	120,922 85
34 Leominster & Clinton, ⁵	25,233 65	-	-	25,233 65	-	-	25,233 65
35 Lowell, Lawrence & Haverhill, ⁶	403,278 88	-	6,722 03	410,000 91	-	-	410,000 91
36 Lowell & Suburban, ⁷	381,934 47	150 00	10,654 38	392,738 85	-	-	392,738 85
37 Lynn & Boston, ⁸	1,408,992 96	-	11,709 14	1,420,702 10	-	\$5,219 47	1,425,921 57
39 Marlborough, ⁹	34,439 35	-	125 00	34,564 35	-	-	34,564 35
40 Martha's Vineyard, ¹⁰	980 20	-	-	980 20	-	-	980 20
41 Milford, Holliston & Framingham, ¹¹	25,278 80	-	-	25,278 80	-	-	25,278 80
42 Milford & Hopedale, ¹²	-	-	6,914 95	6,914 95	-	-	6,914 95
43 Montague, ¹³	2,779 09	-	2,585 81	5,364 90	-	-	5,364 90
44 Mystic Valley, ¹⁴	4,933 85	-	3 16	4,937 01	-	-	4,937 01
45 Nantasket Electric, ¹⁵	-	-	1,716 30	1,716 30	-	-	1,716 30
46 Natick & Cohituate, ¹⁶	37,620 40	231 19	188 50	38,040 09	-	-	38,040 09
47 Newburyport & Amesbury, ¹⁷	68,305 45	-	1,308 87	67,614 32	-	-	67,614 32
48 Newton, ¹⁸	84,287 25	36 00	2,140 84	86,464 09	-	-	86,464 09
49 Newton & Boston, ¹⁹	29,606 86	-	3,419 46	33,026 32	-	-	33,026 32
50 Newtonville & Watertown, ²⁰	7,680 80	-	56 00	7,736 80	-	-	7,736 80
51 Norfolk Central, ²¹	955 80	-	-	955 80	-	-	955 80
52 Norfolk Suburban (Hyde Park, etc.),	94,710 70	-	256 00	94,966 70	-	-	94,966 70
53 Northampton, ²²	92,559 25	962 98	1,280 20	94,802 43	-	-	94,802 43
54 North End (Worcester), ²³	-	-	-	-	\$7,250 00	286 70	7,536 70
55 North Woburn, ²⁴	22,040 10	-	176 77	22,216 87	-	-	22,216 87
57 Pittsfield Electric, ²⁵	37,340 74	-	300 00	37,640 74	-	-	37,640 74

58	Plymouth & Kingston,	32,667 65	-	2,268 80	34,936 45	-	34,936 45
59	Quincy & Boston,	96,304 53	81 11	5,494 52	101,830 16	-	101,830 16
60	Randolph, ¹¹	2,067 82	-	-	2,067 82	-	2,067 82
61	Reading & Lowell, ¹²	17,190 56	-	54 74	17,245 30	-	17,245 30
62	Rockland & Abington,	69,895 25	-	1,571 56	71,466 81	-	71,466 81
63	Rockport, ¹³	10,753 95	-	-	10,753 95	-	10,753 95
64	Somerville, ¹⁴	-	-	-	9,180 00	-	9,180 00
67	Southbridge & Sturbridge, ¹⁵	3,687 80	-	-	3,687 80	-	3,687 80
68	South Middlesex (Natick),	50,448 70	240 17	320 02	51,008 89	-	51,008 89
69	Springfield,	515,923 05	-	5,750 41	521,673 46	-	521,673 46
70	Taunton,	69,863 77	-	16,032 90	85,896 67	-	85,896 67
71	Union (New Bedford),	205,586 95	-	18,548 35	224,144 30	-	224,144 30
72	Wakefield & Stoneham,	57,540 69	-	671 81	58,212 50	-	58,212 50
73	Warren, Brookfield & Spencer, ¹⁶	15,487 95	-	-	15,487 95	-	15,487 95
74	Wellesley & Boston,	10,890 39	-	169 50	11,059 89	-	11,059 89
75	West End (Boston),	8,198,914 25	15,425 91	127,618 18	8,341,958 29	-	8,341,958 29
76	West Roxbury & Roslindale, ¹⁷	1,235 00	-	-	1,235 00	-	1,235 00
77	Winnistimmet (Chelsea), ¹⁸	-	-	-	3,000 00	-	3,000 00
78	Woburn & Reading ¹⁹	4,527 35	-	-	4,527 35	-	4,527 35
79	Island),	42,157 70	-	-	42,157 70	-	42,157 70
80	Worcester & Shrewsbury, ²⁰	484,995 42	-	6,379 92	491,375 34	-	491,375 34
81	Worcester & Suburban,	1,414 50	-	-	1,414 50	-	1,414 50
82	Worcester & Westfield),	142,591 59	-	2,043 63	144,635 22	-	144,635 22
83	Totals,	17,885 27	-	2,523 64	20,418 91	-	20,418 91
		\$14,540,108 03	\$18,133 09	\$286,020 41	\$14,844,261 53	\$47,990 00	\$14,900,941 93

¹ Commenced operation July 2, 1896.² Commenced operation May 27, 1896.³ Commenced operation July 16, 1896.⁴ Commenced operation May 15, 1896.⁵ Tracks used by the Milford, Holliston & Framingham.⁶ Consolidated with the Greenfield & Turner's Falls June 1, 1896.⁷ Commenced operation May 7, 1896.⁸ Tracks used by the Hingham.⁹ Commenced operation September 16, 1896.¹⁰ Leased to the Worcester Consolidated.¹¹ Commenced operation June 21, 1896.¹² Commenced operation December 15, 1896.¹³ Commenced operation July 2, 1896.¹⁴ Leased to the West End.¹⁵ Commenced operation August 25, 1896.¹⁶ Commenced operation June 26, 1896.¹⁷ Commenced operation September 17, 1896.¹⁸ Leased to the Lynn & Boston.¹⁹ Commenced operation June 16, 1896.²⁰ Leased to the Worcester Consolidated July 1, 1896.

Tabulated Statements from Reports of Street Railway Companies—Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1886.

STREET RAILWAYS.		29.—Salaries.	30.—Office Expenses and Supplies.	31.—Legal Expenses.	32.—Insurance.	33.—Other General Expenses.	34.—Total General Expenses.	35.—Repair of Roadbed and Track.
1	Athol & Orange,	\$2,345 75	\$293 83	-	\$1,147 24	\$1,020 00	\$4,806 82	\$1,409 69
2	Beverly & Danvers,	-	-	\$455 50	15 50	48 75	519 75	24 24
4	Boston & Chelsea,	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-
6	Braintree,	409 90	495 32	191 80	437 50	-	1,534 52	1,351 30
7	Braintree & Weymouth,	2,237 50	616 66	15 75	1,438 70	1,398 98	5,707 59	473 13
8	Brockton,	5,999 98	2,752 45	746 70	7,802 60	15,542 42	32,844 15	18,832 60
10	Commonwealth Avenue (Newton),	2,966 72	758 75	150 00	603 93	65 80	4,545 20	134 86
11	Conway Electric,	410 50	110 09	-	175 00	39 00	734 59	1,200 67
12	Cottage City,	425 00	58 19	-	125 00	29 00	637 19	-
13	Dartmouth & Westport,	1,925 00	848 66	719 79	7,349 76	8,235 31	19,078 52	3,073 62
14	Dighton, Somerset & Swansea,	3,889 80	283 64	1,000 00	423 02	379 17	5,975 63	776 41
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	-	81 21	206 56	157 50	250 71	695 98	387 59
17	Fall River,	490 00	53 95	-	-	135 74	679 69	-
18	Fitchburg & Leominster,	6,688 09	2,006 49	316 50	3,699 61	6,010 21	18,720 90	5,954 59
19	Framingham Union,	1,600 00	752 76	50 00	343 50	-	2,746 26	652 95
20	Gardner Electric,	1,501 00	194 45	34 37	670 48	271 49	2,671 79	737 50
21	Globe (Fall River),	9,146 57	643 75	2,000 00	16,665 01	6,523 57	34,978 90	19,110 43
22	Gloucester,	2,077 33	417 22	78 00	1,226 64	356 05	4,155 24	2,360 47
23	Gloucester, Essex & Beverly,	1,836 02	2,472 74	-	1,856 55	-	6,165 31	2,356 16
25	Greenfield & Turner's Falls,	2,015 04	1,901 87	-	411 00	-	4,327 91	1,526 58
26	Hanover,	81 00	467 32	-	790 00	-	1,338 32	44 75
27	Haverhill & Amesbury,	2,846 00	1,967 41	-	3,903 25	-	8,716 66	5,610 03
24	Haverhill, Georgetown & Danvers,	242 00	182 22	-	230 48	-	654 70	9 30

29	Hingham,	942 13	1,035 73	500 00	1,099 18	580 02	4,157 06	636 30
30	Holyoke,	5,373 52	885 22	65 74	9,207 99	1,807 06	17,339 53	8,142 23
31	Hoosac Valley (North Adams),	2,810 10	1,033 49	-	2,318 36	-	6,161 96	5,682 40
32	Hull,	400 00	29 11	-	393 87	-	822 98	2,005 03
33	Interstate Consolidated (of R. I.),	3,116 00	456 79	3,668 30	4,023 69	1,296 59	18,160 37	4,774 83
34	Leominster & Clinton,	1,837 97	756 69	-	1,051 12	-	3,645 78	667 50
35	Lowell, Lawrence & Haverhill,	15,232 19	3,237 28	3,522 92	12,715 59	20,331 78	55,539 74	15,014 62
36	Lowell & Suburban,	18,649 71	3,956 84	574 80	5,923 08	9,648 91	38,753 34	12,275 01
37	Lynn & Boston,	41,969 16	8,003 15	11,968 50	23,493 60	8,658 16	94,102 57	71,951 84
38	Marlborough,	2,264 00	312 87	-	2,599 80	107 25	5,283 92	1,944 83
40	Martha's Vineyard,	200 00	15 00	-	-	18 00	233 00	-
41	Mill-ord, Holliston & Framingham,	526 97	480 07	-	593 06	-	1,600 10	439 97
42	Mill-ord & Hopedale,	-	31 25	-	396 26	-	427 51	-
43	Montague,	1,341 92	470 95	-	-	-	1,812 87	192 30
44	Mythic Valley,	216 44	190 10	-	278 38	-	683 92	45 30
45	Nantasket Electric,	-	-	-	-	-	-	-
46	Natick & Cohituate,	2,416 33	421 62	-	360 10	-	3,198 06	3,316 21
47	Newburyport & Amesbury,	1,879 92	367 33	-	1,380 22	4,183 24	7,810 71	965 53
48	Newton,	6,328 84	751 36	1,774 29	2,240 33	3,318 24	14,411 08	7,192 86
49	Newton & Boston,	1,287 00	237 18	33 00	1,150 53	1,030 13	3,737 84	-
50	Newtonville & Watertown,	268 75	36 50	-	367 50	57 33	732 08	251 06
51	Norfolk Central,	61 43	17 50	-	85 60	-	154 53	-
52	Norfolk Suburban (Hyde Park, etc.),	3,008 00	1,740 81	440 00	5,554 62	187 67	10,931 10	6,951 64
53	Northampton,	4,400 00	1,107 37	-	4,721 51	143 92	10,374 80	2,971 20
54	North End (Worcester),	-	-	-	-	-	-	-
55	-	1,231 92	299 60	-	708 54	48 62	2,288 68	285 73
57	-	2,350 00	36 32	574 70	1,402 78	-	4,363 80	498 59
58	-	1,277 76	836 37	135 00	450 50	185 60	2,885 23	2,302 62
59	-	6,736 16	2,049 33	202 40	3,233 17	5,119 91	17,341 00	4,456 28
60	-	-	-	-	312 50	-	312 50	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.						
STREET RAILWAYS.	29.—Salaries.	30.—Office Expenses and Supplies.	31.—Legal Expenses.	32.—Insurance.	33.—Other General Expenses.	34.—Total General Expenses.
61 Reading & Lowell,	\$364 51	\$591 40	-	\$877 00	-	\$1,862 91
62 Rockland & Abington,	2,729 65	479 19	\$49 00	3,998 66	\$362 70	7,619 20
63 Rockport,	-	98 37	-	-	-	98 37
66 Somerville,	-	-	-	-	-	-
67 Southbridge & Sturbridge,	86 66	17 75	-	83 33	-	187 74
68 South Middlesex (Natick),	2,714 85	791 33	241 36	1,843 01	1,023 18	6,613 72
69 Springfield,	15,057 84	1,173 81	-	7,843 86	-	24,075 51
70 Taunton,	1,424 00	411 74	-	2,243 26	1,841 34	5,920 34
71 Union (New Bedford),	4,899 96	980 25	557 75	18,064 24	2,655 55	27,157 75
72 Wakefield & Stoneham,	3,564 15	1,750 24	-	1,234 73	-	6,549 12
73 Warren, Brookfield & Spencer,	459 25	486 62	-	277 49	-	1,223 36
74 Wellesley & Boston,	275 00	54 24	-	492 77	255 58	1,077 59
75 West End (Boston),	139,083 78	71,121 12	108,304 11	73,530 78	44,278 47	436,318 26
76 West Roxbury & Roslindale,	30 23	31 13	-	127 50	-	188 86
78 Woburn & Reading,	65 45	193 61	-	290 50	-	549 56
79 Woonsocket (of Rhode Island),	-	-	-	1,110 00	4,136 05	5,246 05
80 Worcester Consolidated,	13,508 37	2,137 09	2,750 00	17,432 63	4,198 97	40,027 11
81 Worcester & Shrewsbury,	-	-	-	-	1 30	1 30
82 Worcester & Suburban,	6,244 41	1,904 64	535 28	5,272 35	-	13,956 68
83 Woonoco (Westfield),	89 16	409 73	241 41	245 33	-	985 63
Totals,	\$365,863 69	\$128,788 05	\$142,093 52	\$271,103 64	\$156,281 82	\$1,064,130 72
						\$1,200,896 03

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.								
STREET RAILWAYS.		36.—Repair of Electric Line System.	37.—Removing Snow and Ice.	38.—Repair of Buildings.	39.—Total Repairs of Roadway and Buildings.	40.—Re- pair of Cars and Vehicles.	41.—Repair of Electric Car Equipment.	42.—Renewal of Horses.
1	Athol & Orange,	\$156 92	\$293 29	\$102 07	\$1,961 97	\$1,100 50	\$2,427 76	-
2	Beverly & Danvers,	30	-	-	24 54	24 99	11 60	-
4	Hoston & Chelsea,	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-
6	Braintree,	62 40	112 10	-	1,525 80	2,321 29	-	-
7	Braintree & Weymouth,	380 29	425 33	-	1,278 75	1,689 05	689 06	-
8	Brockton,	3,388 03	1,705 76	158 12	24,084 51	6,669 41	9,565 86	-
10	Commonwealth Avenue (Newton),	84 16	-	-	219 02	330 00	299 38	-
11	Conway Electric,	-	20 91	24 37	1,245 95	94 00	147 69	-
12	Cottage City,	-	-	-	-	-	4 70	-
13	Dartmouth & Westport,	1,082 10	179 56	863 75	5,199 03	3,437 84	916 92	-
14	Dighton, Somerset & Swansea,	-	167 53	-	943 94	1,863 99	241 11	-
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	387 59	78 32	-	-
17	Fall River,	-	-	-	-	23 98	3 87	-
18	Fitchburg & Leominster,	1,232 43	1,116 46	1,364 58	9,668 06	7,270 28	3,395 40	-
19	Framingham Union,	-	220 66	17 44	891 05	236 48	-	-
20	Gardner Electric,	219 68	478 87	114 76	1,550 81	556 79	1,132 56	-
21	Globe (Fall River),	2,277 77	1,280 93	1,666 92	24,336 05	10,497 90	11,526 18	\$100 00
22	Gloucester,	382 62	387 30	242 01	3,372 40	1,053 92	3,695 04	-
23	Gloucester, Essex & Beverly,	576 90	1,280 19	-	4,213 25	635 54	2,782 17	-
25	Greenfield & Turner's Falls,	211 03	145 50	2 00	1,885 11	674 82	728 17	-
26	Hanover,	17 64	-	78 44	140 83	63 55	126 52	-
27	Haverhill & Amesbury,	366 79	1,443 87	562 42	7,983 11	5,099 13	5,551 56	72 00
28	Haverhill, Georgetown & Danvers,	-	-	-	9 30	12 78	86 58	-

Tabulated Statements from Reports of Street Railway Companies—Continued.

		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896—Continued.						
STREET RAILWAYS.		36.—Repair of Electric Line System.	37.—Removing Snow and Ice.	38.—Repair of Buildings.	39.—Total Repairs of Roadway and Buildings.	40.—Re- pair of Cars and Vehicles.	41.—Repair of Electric Car Equipment.	42.—Renewal of Horses.
29	Hingham,	\$250 21	—	—	\$886 51	\$515 39	\$355 51	—
30	Holyoke,	943 79	\$1,834 48	\$835 06	11,755 56	9,446 10	3,093 44	—
31	Hoosac Valley (North Adams),	297 59	976 74	272 56	7,229 29	1,030 39	1,238 86	—
32	Hull,	25	—	—	2,005 34	185 35	363 42	—
33	Interstate Consolidated (of R. I.),	3,013 47	411 51	36 16	8,235 52	4,786 74	5,087 62	—
34	Leominster & Clinton,	4 00	172 28	54 54	898 32	336 83	510 61	—
35	Lowell, Lawrence & Haverhill,	3,182 81	4,910 91	1,299 50	24,407 74	8,587 53	7,764 66	—
36	Lowell & Suburban,	7,904 04	3,950 36	1,268 42	25,397 83	12,832 08	8,905 01	—
37	Lynn & Boston,	12,438 08	10,904 66	4,852 53	100,147 11	72,961 34	49,439 06	—
39	Marlborough,	130 83	124 14	177 13	2,376 93	654 64	513 86	—
40	Martha's Vineyard,	—	—	—	—	—	—	—
41	Milford, Holliston & Framingham,	84 32	—	—	524 29	182 17	696 67	—
42	Milford & Hopedale,	—	—	—	—	—	—	—
43	Montague,	52 27	12 67	—	257 30	77 64	91 76	—
44	Mystic Valley,	1 65	—	—	46 95	—	109 75	—
45	Nantasket Electric,	—	—	—	—	—	—	—
46	Natick & Cohituate,	—	95 45	423 42	4,335 08	3,835 96	2,262 41	—
47	Newburyport & Amesbury,	333 61	484 53	122 09	1,905 76	1,383 56	2,703 65	—
48	Newton,	1,374 93	423 96	764 08	9,755 83	1,703 39	9,609 29	—
49	Newton & Boston,	119 38	431 49	117 63	668 50	973 67	1,555 57	—
50	Newtonville & Watertown,	90 10	57 26	6 46	404 88	10 95	54 06	—
51	Norfolk Central,	—	—	—	—	—	—	—
52	Norfolk Suburban (Hyde Park, etc.),	889 50	1,057 17	103 82	9,002 03	2,423 37	2,050 36	—
53	Northampton,	1,355 92	1,348 26	145 84	5,821 22	1,064 24	1,144 46	—
54	North End (Worcester),	—	—	—	—	—	—	—

55	North Woburn,	84 01	-	379 74	511 20	-	658 00
57	Pittsfield Electric,	183 36	61 71	823 33	1,040 67	1,633 23	-
58	Plymouth & Kingston,	87 21	13 00	2,471 38	785 95	1,624 12	-
59	Quincy & Boston,	452 41	650 20	7,103 60	8,841 08	-	-
60	Randolph,	-	-	-	-	-	-
61	Reading & Lowell,	118 24	-	810 67	124 67	351 88	-
62	Rockland & Abington,	877 79	42 44	3,417 24	2,317 45	2,498 98	-
63	Rockport,	-	-	24 99	17 13	69 25	-
66	Somerville,	-	-	-	-	-	-
67	Southbridge & Sturbridge,	-	-	-	-	-	-
68	South Middlesex (Natick),	572 36	90 62	3,827 40	810 07	1,538 95	-
69	Springfield,	3,135 75	1,914 43	27,149 31	20,954 38	13,708 42	-
70	Taunton,	204 83	295 91	5,382 14	4,686 43	1,992 72	-
71	Union (New Bedford),	892 56	851 75	6,466 67	4,748 08	2,119 67	-
72	Wakefield & Stoneham,	505 31	29 42	3,021 18	984 08	2,464 95	-
73	Warren, Brookfield & Spencer,	-	-	7 06	165 02	190 56	-
74	Wellesley & Boston,	279 70	-	454 40	320 89	128 26	-
75	West End (Boston),	38,745 15	98,222 95	1,276,888 80	716,124 94	184,432 48	17,877 00
76	West Roxbury & Roslindale,	-	-	-	-	2 94	-
78	Woburn & Reading,	-	-	17 55	26 10	107 38	-
79	Woonsocket (of Rhode Island),	-	-	1,997 00	1,589 54	1,452 38	-
80	Worcester Consolidated,	2,378 10	2,083 22	13,366 01	22,450 00	17,015 48	-
81	Worcester & Shrewsbury,	-	-	-	80 49	-	-
82	Worcester & Suburban,	1,220 21	514 64	7,451 53	9,560 48	4,467 30	-
83	Woronoco (Westfield),	43 70	13 60	260 53	79 29	32 65	-
	Totals,	\$86,234 82	\$120,460 01	\$1,668,303 59	\$963,343 84	\$376,733 76	\$18,707 00

STREET RAILWAY COMPANIES.

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Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.						
		43.—Harnesses, Shoeing, etc.	44.—Total Maintenance of Equipment.	45.—Providence for Horses.	46.—Cost of Electric Power.	47.—Wages of Employees.	48.—Damages for Injuries.	49.—Tolls for Trackage Rights.
1	Athol & Orange,	-	\$3,528 26	-	\$5,451 54	\$7,378 36	\$191 75	-
2	Beverly & Danvers,	-	36 59	-	550 18	642 40	-	\$150 53
4	Boston & Chelsea,	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-
6	Braintree,	-	2,321 29	\$22 46	3,005 50	8,260 13	609 50	3,181 05
7	Braintree & Weymouth,	-	2,378 11	-	12,326 48	15,809 46	298 12	1,656 90
8	Brockton,	-	16,235 27	-	30,946 47	75,147 50	495 55	694 11
10	Commonwealth Avenue (Newton),	-	629 38	-	2,561 13	4,032 22	-	177 97
11	Conway Electric,	-	241 69	-	1,514 04	1,036 27	-	-
12	Cottage City,	-	4 70	-	994 83	2,025 52	-	-
13	Dartmouth & Westport,	-	4,354 76	-	-	20,376 06	1,150 42	35,420 50
14	Dighton, Somerset & Swansea,	-	2,105 10	-	-	12,441 44	264 72	18,029 85
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	\$218 64	296 98	950 18	-	2,327 27	-	-
17	Fall River,	-	27 85	-	1,906 64	2,647 42	40 00	-
18	Fitchburg & Leominster,	670 55	11,336 23	690 85	13,281 63	33,190 98	-	-
19	Framingham Union,	773 83	1,010 31	3,605 84	-	5,745 70	-	-
20	Gardner Electric,	-	1,689 35	-	4,182 56	4,705 18	57 37	-
21	Globe (Fall River),	167 80	22,691 88	506 01	24,483 82	96,914 51	1,711 35	-
22	Gloucester,	-	4,748 96	-	11,818 45	16,204 20	27 40	13 53
23	Gloucester, Essex & Beverly,	-	3,417 71	-	9,407 57	13,192 35	428 50	898 82
25	Greenfield & Turner's Falls,	-	1,402 99	-	3,506 52	7,185 21	-	-
26	Hanover,	-	190 07	-	2,443 20	2,458 39	-	326 71
27	Haverhill & Amesbury,	-	10,722 69	829 13	16,568 87	21,103 11	469 30	318 43
28	Haverhill, Georgetown & Danvers,	-	99 36	-	1,274 28	1,274 55	12 35	109 85

29	Hingham,	.	.	.	.	870 90	-	4,207 88	7,259 01	853 29	2,112 83
30	Holyoke,	.	.	.	.	12,539 54	-	14,369 75	51,136 26	451 80	-
31	Housac Valley (North Adams),	.	.	.	.	2,269 25	-	8,163 84	11,940 99	1,080 00	-
32	Hull,	.	.	.	.	538 77	-	815 25	1,453 89	-	-
33	Interstate Consolidated (of R. I.),	.	.	.	.	9,874 36	-	18,344 08	34,749 11	547 65	-
34	Leominster & Clinton,	.	.	.	.	847 44	-	4,326 63	6,243 97	28 75	-
35	Lowell, Lawrence & Haverhill,	.	.	.	.	19,716 18	-	35,153 62	87,309 15	2,819 93	1,097 54
36	Lowell & Suburban,	.	.	.	.	22,033 17	2,430 85	26,239 27	101,041 62	15,202 31	-
37	Lynn & Boston,	.	.	.	.	123,539 52	977 33	101,275 18	359,132 75	32,610 38	-
38	Marlborough,	.	.	.	.	1,198 50	6,548 31	4,359 27	13,394 92	371 75	-
39	Martha's Vineyard,	.	.	.	.	-	103 49	284 00	224 82	-	-
40	Millford, Holliston & Framingham,	.	.	.	.	878 84	-	7,105 97	4,969 07	25 50	1,357 28
41	Millford & Hopedale,	.	.	.	.	-	-	2,894 08	-	-	-
42	Montague,	.	.	.	.	169 40	-	2,000 11	686 98	-	-
43	Mystic Valley,	.	.	.	.	109 75	-	1,029 57	1,685 70	25 00	-
44	Nantasket Electric,	.	.	.	.	-	-	-	-	-	-
45	Natick & Cohituate,	.	.	.	.	6,089 37	-	6,103 28	9,669 20	285 00	-
46	Newburyport & Amesbury,	.	.	.	.	4,087 21	432 84	4,996 40	20,190 56	288 25	-
47	Newton,	.	.	.	.	11,312 68	285 59	7,627 53	21,349 12	782 60	-
48	Newton & Boston,	.	.	.	.	2,580 20	205 21	-	12,894 38	1,514 18	-
49	Newtonville & Watertown,	.	.	.	.	65 01	-	1,954 72	3,020 34	16 20	321 69
50	Norfolk Central,	.	.	.	.	-	-	241 34	277 04	-	-
51	Norfolk Suburban (Hyde Park, etc.),	.	.	.	.	4,473 73	-	15,936 89	22,573 87	490 10	-
52	Northampton,	.	.	.	.	2,908 70	252 87	8,107 19	28,209 10	125 00	-
53	North End (Worcester),	.	.	.	.	-	-	-	-	-	-
54	North Woburn,	.	.	.	.	1,714 06	3,980 90	-	10,446 20	25 00	77 33
55	Pittsfield Electric,	.	.	.	.	2,721 81	287 50	4,930 23	8,558 80	75 00	-
56	Plymouth & Kingston,	.	.	.	.	2,410 07	-	5,318 08	10,014 98	23 00	-
57	, , ,	.	.	.	.	8,841 08	339 69	6,768 67	24,198 28	1,579 80	134 95
58	, , ,	.	.	.	.	-	-	304 50	415 22	-	213 31
59	, , ,	.	.	.	.	-	-	-	-	-	-
60	, , ,	.	.	.	.	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1906 — Continued.					
		42.—Harnesses, Shoeing, etc.	44.—Total Maintenance of Equipment.	45.—Provisioner for Horses.	46.—Cost of Electric Power.	48.—Damages for Injuries.	49.—Tolls for Trackage Rights.
61	Reading & Lowell,	-	\$476 55	-	\$5,103 00	\$381 00	-
62	Rockland & Abington,	\$20 60	4,837 03	\$110 08	13,852 32	491 40	\$1,007 52
63	Rockport,	-	86 38	-	364 44	-	131 44
66	Somerville,	-	-	-	-	-	-
67	Southbridge & Sturbridge,	-	-	-	453 00	-	-
68	South Middlesex (Natick),	-	2,349 02	-	7,225 76	109 76	-
69	Springfield,	-	34,962 80	-	44,390 39	5,496 89	-
70	Taunton,	103 03	6,782 18	1,403 15	9,181 70	791 90	-
71	Union (New Bedford),	329 52	7,197 27	922 05	15,515 12	3,909 04	-
72	Wakefield & Stoneham,	-	5,449 03	-	4,792 23	788 89	1,062 68
73	Warren, Brockfield & Spencer,	-	355 58	-	2,209 65	75 00	-
74	Wellesley & Boston,	-	449 15	-	2,294 64	-	-
75	West End (Boston),	16,718 50	936,152 92	38,608 82	715,762 28	320,000 00	3,105 07
76	West Roxbury & Roslindale,	-	2 94	-	322 98	-	-
78	Woburn & Reading,	-	133 48	-	1,327 91	-	67 57
79	Woonsocket (of Rhode Island),	208 21	3,340 13	3,702 67	6,658 27	125 00	-
80	Worcester Consolidated,	246 75	39,712 23	661 45	82,190 73	440 42	2,301 93
81	Worcester & Shrewsbury,	-	80 49	-	450 64	-	-
82	Worcester & Suburban,	341 34	14,389 12	-	19,525 16	296 85	95 25
83	Worcester (Westfield),	87 90	199 84	740 86	2,014 80	18 00	-
	Totals,	\$25,469 61	\$1,384,254 21	\$85,549 35	\$1,373,280 66	\$897,866 87	\$74,054 23

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896—Continued.							
STREET RAILWAYS.	50.—Rents of Buildings, etc.	51.—Other Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.
1 Athol & Orange,	-	\$494 75	\$23,813 45	62 02	\$3,000 00	\$264 50	\$913 25
2 Beverly & Danvers,	-	33 50	1,957 51	98.09	645 83	-	44 52
4 Boston & Chelsea,	-	-	-	-	-	-	-
5 Boston & Revere Electric,	-	-	-	-	-	-	-
6 Braintree,	\$281 98	169 32	20,911 55	69.38	2,100 00	634 07	154 43
7 Braintree & Weymouth,	162 00	676 69	40,294 10	90.93	-	2,838 45	1,740 52
8 Brockton,	-	10,065 62	190,513 18	62.08	37,032 50	2,277 08	9,637 27
10 Commonwealth Avenue (Newton),	50 00	309 61	12,524 53	123.02	1,125 00	53 89	679 50
11 Conway Electric,	3 50	-	4,776 04	103.61	-	2,067 48	399 91
12 Cottage City,	-	-	3,662 24	69.48	1,500 00	503 43	215 46
13 Dartmouth & Westport,	-	1,391 99	86,971 28	80.56	4,500 00	12 00	2,331 13
14 Dighton, Somerset & Swansea,	125 00	1,497 97	41,383 65	67.36	2,605 00	-	1,372 89
15 East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16 East Wareham, Onset Bay & Pt. Ind.,	300 00	-	4,957 98	79 35	-	41 84	186 14
17 Fall River,	-	558 03	5,859 63	112.24	-	-	-
18 Fitchburg & Leominster,	40 00	3,349 02	90,277 67	70.43	1,500 00	3,400 94	5,761 23
19 Framingham Union,	185 00	-	14,184 16	75.78	2,500 00	189 90	897 52
20 Gardner Electric,	-	898 70	15,705 76	81.81	-	1,321 15	795 22
21 Globe (Fall River),	525 52	2,792 07	208,940 11	64.58	71,250 00	1,501 53	5,267 64
22 Gloucester,	-	2,099 20	42,439 38	65 52	3,000 00	3,470 96	2,183 40
23 Gloucester, Essex & Beverly,	-	807 60	38,531 11	66.13	-	3,714 91	3,865 73
25 Greenfield & Turner's Falls,	-	803 12	19,110 86	54.82	-	6,123 83	393 61
26 Hanover,	-	33 00	6,930 52	123.88	-	90 00	190 86
27 Haverhill & Amesbury,	-	4,154 88	70,866 18	71.55	15,000 00	11,490 31	1,399 34
28 Haverhill, Georgetown & Danvers,	-	100 61	3,535 00	45 22	-	19 95	151 00

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.						
		50.—Rents of Buildings, etc.	51.—Other Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.
29	Hingham,	—	\$179 39	\$20,526 37	85.46	\$2,033 34	—	\$453 85
30	Holyoke,	—	5,136 26	112,728 72	64.96	12,500 00	\$5,879 95	4,007 06
31	Hoosac Valley (North Adams),	\$1,222 56	398 20	38,466 08	56.22	3,150 00	1,543 01	228 81
32	Hull,	—	—	5,636 23	100.75	865 83	65 94	—
33	Interstate Consolidated (of R. I.),	585 00	2,174 95	87,671 04	72.50	—	5,433 33	804 70
34	Leominster & Clinton,	—	1,443 12	17,432 01	69.08	275 00	2,144 99	381 22
35	Lowell, Lawrence & Haverhill,	2,140 00	17,177 07	247,791 82	60.44	66,966 66	1,834 62	18,070 72
36	Lowell & Suburban,	—	13,929 85	243,575 72	62.02	50,000 00	18,627 31	10,467 60
37	Lynn & Boston,	5,858 64	16,064 24	838,328 90	59.01	270,698 87	16,616 11	23,034 00
39	Marlborough,	—	140 93	27,229 71	78.78	3,705 00	2,005 78	1,119 76
40	Martha's Vineyard,	17 50	—	759 32	77.47	—	—	—
41	Millford, Holliston & Framingham,	—	306 73	16,757 78	66.29	—	364 48	1,960 24
42	Millford & Hopedale,	—	—	3,321 59	—	—	—	992 96
43	Montague,	1,000 00	77 52	6,004 18	—	—	1,886 81	—
44	Mystic Valley,	—	18 75	3,602 64	72.97	—	339 15	302 00
45	Nantasket Electric,	—	—	—	—	—	—	—
46	Natick & Cohituate,	—	95 00	29,783 98	78.30	—	54 75	647 45
47	Newburyport & Amesbury,	689 50	767 18	41,168 41	60.88	17,900 00	6,353 76	1,323 59
48	Newton,	—	—	65,525 41	75.78	6,750 00	153 84	1,525 23
49	Newton & Boston,	—	354 40	21,954 71	66.48	5,625 00	1,779 49	768 76
50	Newtonville & Watertown,	150 00	771 31	7,446 23	96.24	—	610 93	373 75
51	Norfolk Central,	—	33 24	706 15	73.98	—	—	—
52	Norfolk Suburban (Hyde Park, etc.),	115 84	1,872 28	65,395 84	68.86	3,750 00	1,291 66	1,171 18
53	Northampton,	—	2,680 33	57,779 21	60.95	1,250 00	1,457 46	3,416 93
54	North End (Worcester),	—	—	—	—	3,750 00	—	—

55	North Woburn, . . . . .	.	.	.	.	180 00	458 54	19,500 46	87.77	-	3,403 31	406 20
57	Pittsfield Electric, . . . . .	.	.	.	.	-	865 37	22,623 84	60.10	1,394 02	-	664 79
58	Plymouth & Kingston, . . . . .	.	.	.	.	-	425 48	23,548 22	67.40	1,750 00	1,728 45	1,118 52
59	Quincy & Boston, . . . . .	.	.	.	.	-	-	66,307 17	65.12	-	2,468 31	3,443 21
60	Randolph, . . . . .	.	.	.	.	-	159 29	1,404 82	67.94	-	-	-
61	Reading & Lowell, . . . . .	.	.	.	.	-	178 41	13,847 19	80.30	-	1,940 74	1,188 37
62	Rockland & Abington, . . . . .	.	.	.	.	207 50	1,066 36	52,431 60	73.37	5,237 67	636 27	1,933 04
63	Rockport, . . . . .	.	.	.	.	-	169 21	3,189 12	29.66	-	-	-
66	Somerville, . . . . .	.	.	.	.	-	-	-	-	-	-	-
67	Southbridge & Sturbridge, . . . . .	.	.	.	.	-	5 70	1,246 30	33.79	-	-	-
68	South Middlesex (Natick), . . . . .	.	.	.	.	-	325 18	34,548 42	67.73	3,812 50	4,385 39	1,673 33
69	Springfield, . . . . .	.	.	.	.	-	6,165 86	321,585 71	61.65	18,000 00	8,484 16	21,947 35
70	Taunton, . . . . .	.	.	.	.	238 09	2,124 34	50,640 65	58.96	27,500 00	2,401 08	2,079 42
71	Union (New Bedford), . . . . .	.	.	.	.	-	7,766 36	137,648 79	61.41	17,500 00	8,199 06	4,736 21
72	Wakefield & Stoneham, . . . . .	.	.	.	.	-	1,264 76	36,510 40	62.72	7,500 00	1,424 60	2,567 54
73	Warren, Brookfield & Spencer, . . . . .	.	.	.	.	-	181 27	7,075 77	45.69	-	994 65	377 34
74	Wellesley & Boston, . . . . .	.	.	.	.	250 00	28 40	8,290 87	74.96	-	140 42	-
75	West End (Boston), . . . . .	.	.	.	.	30,282 35	159,057 84	6,334,619 14	75.94	414,998 46	23,752 12	343,897 51
76	West Roxbury & Roslindale, . . . . .	.	.	.	.	-	24 02	939 19	72.51	-	-	-
78	Woburn & Reading, . . . . .	.	.	.	.	-	77 53	4,121 12	91.03	-	56 33	23 44
79	Woonsocket (of Rhode I-land), . . . . .	.	.	.	.	815 34	110 41	36,787 43	87.26	8,500 00	1,433 52	-
80	Worcester Consolidated, . . . . .	.	.	.	.	66,000 00	5,046 81	371,530 49	75.61	32,500 00	1,662 30	18,372 95
81	Worcester & Shrewsbury, . . . . .	.	.	.	.	-	33 75	2,018 55	-	-	-	149 50
82	Worcester & Suburban, . . . . .	.	.	.	.	495 20	1,064 37	92,572 43	64.00	5,325 00	8,304 24	8,943 58
83	Woronoco (Westfield), . . . . .	.	.	.	.	195 77	-	12,645 73	61.93	-	1,434 05	193 51
Totals, . . . . .		.	.	.	.	\$112,116 29	\$280,455 69	\$10,563,371 35	71.16	\$1,138,995 68	\$181,308 59	\$523,346 19

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.								
STREET RAILWAYS		57.— Rentals of Leased Rail- ways.	58.— Pay- ments to Sinking Funds, etc.	59.— Other Charges on In- come.	60.— Total Charges on In- come.	61.— Dividends Paid.	62.— Per- centage of Divi- dend Paid.	63.— Gross Expenditures.
1	Athol & Orange,	-	-	-	\$4,177 75	\$2,400 00	4	\$30,391 20
2	Beverly & Danvers,	-	-	-	690 35	-	-	2,647 86
4	Boston & Chelsea,	-	-	-	-	7,260 00	6	7,260 00
5	Boston & Revere Electric,	-	-	-	-	1,500 00	3	1,500 00
6	Braintree,	-	-	-	2,888 50	-	-	23,800 05
7	Braintree & Weymouth,	-	-	-	4,578 97	3,362 50	2.5	48,235 57
8	Brockton,	-	-	-	48,946 85	35,760 00	6	275,220 03
10	Commonwealth Avenue (Newton),	-	-	-	1,858 39	-	-	14,382 92
11	Conway Electric,	-	-	-	2,467 39	-	-	7,243 43
12	Cottage City,	-	-	-	2,218 89	-	-	5,881 13
13	Dartmouth & Westport,	-	\$1,200 00	-	8,043 13	14,250 00	9.5	109,264 41
14	Dighton, Somerset & Swansea,	-	-	-	3,977 89	-	-	45,381 54
15	East Middlesex (Malden, etc.),	-	-	-	-	17,862 00	6	17,862 00
16	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	227 98	-	-	5,185 96
17	Fall River,	-	-	-	-	-	-	5,859 63
18	Fitchburg & Leominster,	-	-	-	10,662 17	20,000 00	8	120,939 84
19	Framingham Union,	-	-	\$945 67	4,533 09	-	-	18,717 25
20	Gardner Electric,	-	-	765 77	2,882 14	-	-	18,587 90
21	Globe (Fall River),	-	-	-	78,019 17	19,500 00	3	306,459 28
22	Gloucester,	\$1,800 00	-	-	10,454 35	10,800 00	6	63,693 74
23	Gloucester, Essex & Beverly,	-	-	-	7,580 64	10,000 00	4	56,111 75
24	Gloucester & Rockport,	-	-	-	-	1,800 00	6	1,800 00
25	Greenfield & Turner's Falls,	-	-	-	6,517 44	5,200 00	8 ¹	30,828 30
26	Hanover,	-	-	-	280 86	-	-	7,211 38
27	Haverhill & Amesbury,	-	-	-	27,889 65	-	-	98,765 83

28	Haverhill, Georgetown & Danvers,	.	-	-	170 95	2,400 00	4	6,105 95
29	Hingham,	.	-	-	2,487 19	-	-	23,013 56
30	Holyoke,	.	-	-	22,387 01	20,000 00	8 ²	156,115 73
31	Hoosac Valley (North Adams),	.	-	-	4,921 82	-	-	43,387 90
32	Hull,	.	-	-	931 77	-	-	6,568 00
33	Interstate Consolidated (of R. I.),	.	-	-	6,238 03	15,500 00	10.5 ²	109,409 07
34	Leominster & Clinton,	.	-	-	2,801 21	-	-	20,233 22
35	Lowell, Lawrence & Haverhill,	.	-	-	86,872 00	-	-	334,663 82
36	Lowell & Suburban,	.	-	-	79,094 91	36,000 00	6 ⁴	358,670 63
37	Lynn & Boston,	.	-	91,536 59	488,187 59	92,832 00	8 ⁴	1,419,348 49
39	Marlborough,	.	-	-	6,830 54	3,200 00	4	37,280 25
40	Martha's Vineyard,	.	-	-	-	-	-	759 32
41	Milford, Holliston & Framingham,	.	-	-	2,324 72	6,000 00	4	25,082 50
42	Milford & Hopedale,	.	-	-	992 96	2,400 00	4	6,714 55
43	Montague,	.	-	-	1,886 81	2,000 00	5	9,890 99
44	Mystic Valley,	.	-	-	641 15	-	-	4,243 79
45	Nantasket Electric,	.	-	-	45 00	-	-	45 00
46	Natick & Cohituate,	.	-	-	702 20	5,000 00	5	35,486 18
47	Newburyport & Amesbury,	.	-	-	25,577 35	-	-	66,745 76
48	Newton,	.	-	-	8,429 07	15,600 00	8	89,554 48
49	Newton & Boston,	.	-	-	8,173 25	1,562 50	1.25	31,690 46
50	Newtonville & Watertown,	.	-	-	984 68	-	-	8,430 91
51	Norfolk Central,	.	-	-	-	-	-	706 15
52	Norfolk Suburban (Hyde Park, etc.),	.	-	4,600 00	10,812 84	10,312 50	6.5 ²	86,521 18
53	Northampton,	.	-	-	6,124 39	30,000 00	10	93,903 60
54	North End (Worcester),	.	-	-	4,636 24	2,915 00	2.65	7,551 24
55	North Woburn,	.	-	-	3,809 51	-	-	23,309 97
57	Pittsfield Electric,	.	-	-	2,058 81	2,400 00	6 ⁷	27,082 65
58	Plymouth & Kingston,	.	-	-	4,596 97	6,000 00	6	34,145 19
59	Quincy & Boston,	.	-	-	5,911 52	21,000 00	7 ²	93,218 69

¹ Five per cent on \$50,000 and three per cent on \$90,000 of capital stock.
² On \$250,000 of capital stock.
³ Eight per cent on \$100,000 and two and one-half per cent on \$300,000 of capital stock.
⁴ Six per cent on \$600,000 of capital stock.
⁵ Four per cent on \$1,100,000 and four per cent on \$1,220,800 of capital stock.
⁶ Three per cent on \$125,000 and three and one-half per cent on \$187,500 of capital stock.
⁷ Six per cent on \$40,000 of capital stock.
⁸ Seven per cent on \$300,000 of capital stock.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.		EXPENDITURES FOR YEAR ENDING SEPTEMBER 30, 1896—Concluded.					
		57.—Rentals of Leased Rail- ways.	58.—Pay- ments to Sinking Funds, etc.	59.—Other Charges on In- come.	60.—Total Charges on In- come.	61.—Dividends Paid.	62.—Per- centage of Divi- dend Paid.
							63.—Gross Expenditures.
60	Randolph,	-	-	-	\$3,129 11	-	\$1,404 82
61	Reading & Lowell,	-	-	-	7,506 98	-	16,976 30
62	Rockland & Abington,	-	-	-	-	\$10,800 00	71,038 58
63	Rockport,	-	-	-	-	-	8,189 12
66	Somerville,	-	-	-	-	9,180 00	9,180 00
67	Southbridge & Sturbridge,	-	-	-	-	-	1,246 30
68	South Middlesex (Natick),	-	-	\$324 94	10,196 16	4,000 00	48,744 58
69	Springfield,	-	-	-	48,431 51	80,000 00	450,017 22
70	Taunton,	-	-	1,310 74	33,291 24	-	83,931 89
71	Union (New Bedford),	-	-	100 00	30,535 27	28,000 00	196,184 06
72	Wakfield & Stoneham,	-	-	-	11,492 14	9,000 00	57,002 54
73	Warren, Brookfield & Spencer,	-	-	-	1,371 99	6,000 00	14,447 76
74	Wellesley & Boston,	-	-	-	140 42	2,400 00	10,831 29
75	West End (Boston),	\$11,952 36	-	-	794,600 45	1,147,960 00	8,277,169 59
76	West Roxbury & Roslindale,	-	-	-	-	-	939 19
77	Winnisimmet (Chelsea),	-	-	-	-	3,000 00	3,000 00
78	Woburn & Reading,	-	-	-	79 77	-	4,200 89
79	Woonsocket (of Rhode Island),	-	-	-	9,933 52	-	46,720 95
80	Worcester Consolidated,	8,520 82	-	-	61,066 07	56,000 00	488,686 56
81	Worcester & Shrewsbury,	-	-	-	149 50	-	2,168 06
82	Worcester & Suburban,	-	-	2,854 26	25,427 08	21,700 00	189,699 51
83	Woronoco (Westfield),	-	-	-	1,627 56	-	14,273 29
	Totals,	\$113,809 77	\$5,800 00	\$93,534 64	\$2,036,794 87	\$1,802,846 60	\$14,423,012 72
							5.87

† Eight per cent on preferred stock, \$612,000, and seven per cent on common stock, \$635,950; total, \$1,147,950

Tabulated Statements from Reports of Street Railway Companies — Continued.

		CONDENSED EXHIBIT FOR THE YEAR.					
STREET RAILWAYS.		64. — Net Earnings from Operation.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
1	Athol & Orange,	\$14,584 1	\$14,584 18	\$4,177 75	\$10,406 43	\$2,400 00	\$8,006 43
2	Beverly & Danvers,	38 1	38 11	680 35	652 24d	-	-
4	Boston & Chelsea,	-	7,260 00	-	7,260 00	7,260 00	-
5	Boston & Revere Electric,	-	1,500 00	-	1,500 00	1,500 00	-
6	Braintree,	9,227 0	9,227 00	2,888 50	6,338 50	-	6,338 50
7	Braintree & Weymouth,	4,020 0	4,020 01	4,578 97	558 96d	3,362 50	-
8	Brockton,	116,852 0	116,852 09	48,946 85	67,405 24	35,760 00	31,645 24
10	Commonwealth Avenue (Newton),	2,344 1	2,344 15d	1,858 39	4,202 54d	-	-
11	Conway Electric,	166 4	166 44d	2,467 39	2,833 83d	-	-
12	Cottage City,	1,609 0	1,609 03	2,218 89	609 86d	-	-
13	Dartmouth & Westport,	20,986 6	24,170 89	8,043 13	16,127 75	14,250 00	1,877 75
14	Dighton, Somerset & Swansea,	20,050 4	20,050 49	3,977 89	16,072 60	-	16,072 60
15	East Middlesex, (Malden, etc.),	-	18,000 00	-	18,000 00	17,862 00	138 00
16	East Wareham, Onset Bay & Ft. Ind.,	1,290 2	1,290 25	227 98	1,062 27	-	1,062 27
17	Fall River,	638 9	638 97d	-	638 97d	-	-
18	Fitchburg & Leominster,	37,908 8	37,908 85	10,662 17	27,246 68	20,000 00	7,246 68
19	Framingham Union,	4,533 0	4,533 09	4,533 09	-	-	-
20	Gardner Electric,	3,492 7	3,492 78	2,882 14	610 64	-	610 64
21	Globe (Fall River),	114,580 5	114,580 56	78,019 17	36,561 39	19,500 00	17,061 39
22	Gloucester,	22,337 4	22,337 42	10,454 36	11,883 06	10,800 00	1,083 06
23	Gloucester, Essex & Beverly,	19,732 8	19,732 99	7,580 64	12,152 34	10,000 00	2,152 34
24	Gloucester & Rockport,	-	1,800 00	-	1,800 00	1,800 00	-

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
STREET RAILWAYS.		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
25	Greenfield & Turner's Falls, . . .	\$15,746 48	-	\$15,746 48	\$6,517 44	\$9,229 04	\$5,200 00	\$4,029 04
26	Hanover, . . .	1,335 76d	-	1,335 76d	280 86	1,616 62d	-	-
27	Haverhill & Amesbury, . . .	28,181 52	-	28,181 52	27,889 65	291 87	-	291 87
28	Haverhill, Georgetown & Danvers,	4,282 80	-	4,282 80	170 95	4,111 85	2,400 00	1,711 85
29	Hingham, . . .	3,491 12	-	3,491 12	2,487 19	1,003 93	-	1,003 93
30	Holyoke, . . .	60,810 82	-	60,810 82	22,387 01	38,423 81	20,000 00	18,423 81
31	Hoosac Valley (North Adams), . .	29,956 12	-	29,956 12	4,921 82	25,034 30	-	25,034 30
32	Hull, . . .	42 08d	-	42 08d	931 77	973 85d	-	-
33	Interstate Consolidated (of R. I.), .	33,251 81	-	33,251 81	6,238 03	27,013 78	15,500 00	11,513 78
34	Leominster & Clinton, . . .	7,801 64	-	7,801 64	2,801 21	5,000 43	-	5,000 43
35	Lowell, Lawrence & Haverhill, . .	162,209 09	-	162,209 09	86,872 00	75,337 09	-	75,337 09
36	Lowell & Suburban, . . .	149,163 13	-	149,163 13	79,094 91	70,068 22	36,000 00	34,068 22
37	Lynn & Boston, . . .	582,373 20	\$5,219 47	587,592 67	488,187 59	99,405 08	92,832 00	6,573 08
39	Marlborough, . . .	7,334 64	-	7,334 64	6,830 54	504 10	3,200 00	-
40	Martha's Vineyard, . . .	220 88	-	220 88	-	220 88	-	220 88
41	Millford, Holliston & Framingham,	8,521 02	-	8,521 02	2,324 72	6,196 30	6,000 00	196 30
42	Millford & Hopedale, . . .	3,593 36	-	3,593 36	992 96	2,600 40	2,400 00	200 40
43	Montague, . . .	639 28d	-	639 28d	1,886 81	2,526 09d	2,000 00	-
44	Mystic Valley, . . .	1,334 37	-	1,334 37	641 15	693 22	-	693 22
45	Nantasket Electric, . . .	1,716 30	-	1,716 30	45 00	1,671 30	-	1,671 30
46	Natick & Cohituate, . . .	8,256 11	-	8,256 11	702 20	7,553 91	5,000 00	2,553 91
47	Newburyport & Amesbury, . . .	26,445 91	-	26,445 91	25,577 35	868 56	-	868 56
48	Newton, . . .	20,938 68	-	20,938 68	8,429 07	12,509 61	15,600 00	-
49	Newton & Boston, . . .	11,071 61	-	11,071 61	8,173 25	2,898 36	1,562 50	1,335 86
50	Newtonville & Watertown, . . .	290 57	-	290 57	984 68	694 11d	-	-

STREET RAILWAY COMPANIES.

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Tabulated Statements from Reports of Street Railway Companies — Continued.

		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
STREET RAILWAYS.		71.—Deficit for the Year.	72.—Sur- plus Sept. 30, 1895.	73.—Ded- ctd Sept. 30, 1895.	74.—Additions during Year.	75.—De- ductions during Year.	76.—Sur- plus Sept. 30, 1896.	77.—Def- cit Sept. 30, 1896.
1	Athol & Orange,	-	\$7,032 57	-	-	-	\$16,039 00	-
2	Beverly & Danvers,	\$652 24	-	\$3,450 44	-	\$378 13	-	\$4,480 81
5	Boston & Revere Electric,	-	-	13,462 79	\$2,099 61	-	-	11,363 18
6	Braintree,	-	-	14,843 69	40 00	-	-	8,465 19
7	Braintree & Weymouth,	3,921 46	5,428 81	-	-	-	1,507 35	-
8	Brockton,	-	17,726 25	-	-	24,620 56	24,750 93	-
10	Commonwealth Avenue (Newton),	4,202 54	-	-	-	-	-	4,202 54
11	Conway Electric,	2,633 83	-	2,142 44	-	-	-	4,776 27
12	Cottage City,	609 86	8,832 07	-	-	-	8,222 21	-
13	Dartmouth & Westport,	-	22,266 28	-	-	8,845 20	16,298 83	-
14	Dighton, Somerset & Swansea,	-	2,674 84	-	-	-	18,747 44	-
15	East Middlesex (Malden, etc.),	-	-	4,237 06	-	12,682 76	-	16,781 82
16	East Wareham, Onset Bay & Pt. Ind.,	-	1,044 76	-	-	1,589 85	517 18	-
17	Fall River,	638 97	-	-	-	-	-	638 97
18	Fitchburg & Leominster,	-	14,468 56	-	-	6,972 78	14,732 46	-
19	Framingham Union,	-	7,140 51	-	-	39 45	7,101 06	-
20	Gardner Electric,	-	721 67	-	-	-	1,332 31	-
21	Globe (Fall River),	-	37,261 69	-	-	-	54,323 08	-
22	Gloucester,	-	34,869 45	-	7 90	33 82	35,916 59	-
23	Gloucester, Essex & Beverly,	-	6,564 48	-	-	-	8,716 82	-
24	Gloucester & Rockport,	-	2,383 90	-	87 00	670 90	1,800 00	-
25	Greenfield & Turner's Falls,	-	5,593 57	-	-	-	9,622 61	-
26	Hanover,	1,616 62	-	-	-	-	-	1,616 62
27	Haverhill & Amesbury,	-	-	-	-	-	14,980 49	-
28	Haverhill, Georgetown & Danvers,	-	14,688 62	-	-	-	1,711 85	-

29	Hingham,	-	-	-	-	-	1,003 93	-
30	Holyoke,	-	-	-	-	-	52,449 86	-
31	Hoosac Valley (North Adams),	-	-	-	-	-	34,963 68	-
32	Hull,	973 85	-	-	-	-	-	973 85
33	Interstate Consolidated (of R. I.),	-	-	-	-	-	32,723 56	-
34	Leominster & Clinton,	-	-	4,467 16	-	-	533 27	-
35	Lowell, Lawrence & Haverhill,	-	-	-	-	-	78,344 02	-
36	Lowell & Suburban,	-	-	-	-	-	50,213 04	-
37	Lynn & Boston,	-	-	-	-	-	89,179 87	-
38	Malden & Melrose,	-	-	34,500 00	-	-	-	34,500 00
39	Marlborough,	2,695 90	-	-	-	-	3,036 03	-
40	Martha's Vineyard,	-	-	-	-	-	220 88	-
41	Milford, Holliston & Framingham,	-	-	-	-	-	196 30	-
42	Milford & Hopedale,	-	-	-	-	-	200 40	-
43	Montague,	4,526 09	-	8,199 01	-	60,000 00	-	-
44	Mystic Valley,	-	-	-	-	-	693 22	-
45	Nantasket Electric,	-	-	-	-	-	1,671 30	-
46	Natick & Cochituate,	-	-	-	-	-	7,761 60	-
47	Newburyport & Amesbury,	-	-	-	-	-	10,124 22	-
48	Newton,	3,090 39	-	-	-	-	20,828 24	-
49	Newton & Boston,	-	-	-	-	-	2,432 16	-
50	Newtonville & Watertown,	694 11	-	1,110 54	-	-	-	1,804 65
51	Norfolk Central,	-	-	-	-	-	249 65	-
52	Norfolk Suburban (Hyde Park, etc.),	-	-	-	-	6,277 00	11,260 00	-
53	Northampton,	-	-	-	-	2,697 53	23,563 59	-
54	North End (Worcester),	14 54	-	19,413 29	-	-	-	19,427 83
55	North Woburn,	1,083 10	-	9,222 70	-	-	-	10,315 80
57	Pittsfield Electric,	-	-	-	-	150 00	16,199 71	-
58	Plymouth & Kingston,	-	-	-	-	-	2,191 03	-
59	Quincy & Boston,	-	-	-	-	21,280 00	55,916 11	-

STREET RAILWAY COMPANIES.

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Tabulated Statements from Reports of Street Railway Companies — Continued.

CONDENSED EXHIBIT FOR THE YEAR—Concluded.								
STREET RAILWAYS.		71.—Deficit for the Year.	72.—Sur- plus Sept. 30, 1895.	73.—Def- cit Sept. 30, 1895.	74.—Additions during Year.	75.—De- ductions during Year.	76.—Sur- plus Sept. 30, 1896.	77.—Def- cit Sept. 30, 1896.
60	Randolph,	-	-	-	-	-	\$663 00	-
61	Reading & Lowell,	-	-	-	-	-	269 00	-
62	Rockland & Abington,	-	\$18,164 64	-	-	-	18,592 87	-
63	Rockport,	-	-	-	-	-	7,564 83	-
65	Siasconset (Nantucket),	-	-	\$17,935 58	-	-	-	\$17,935 58
67	Southbridge & Sturbridge,	-	-	-	-	-	2,441 50	-
68	South Middlesex (Natick),	-	5,638 73	-	-	\$5,682 18	2,220 86	-
69	Springfield,	-	85,135 18	-	-	-	156,791 42	-
70	Taunton,	-	19,901 44	-	\$3,401 13	-	25,267 35	-
71	Union (New Bedford),	-	69,910 91	-	-	20,434 74	77,436 41	-
72	Wakefield & Stoneham,	-	6,192 97	-	-	5,525 00	1,877 93	-
73	Warren, Brookfield & Spencer,	-	-	-	-	-	1,040 19	-
74	Wellesley & Boston,	-	1,697 92	-	-	-	1,926 52	-
75	West End (Boston),	-	70,061 93	-	1,262 20	126,180 96	9,921 87	-
76	West Roxbury & Roslindale,	-	-	-	-	-	355 81	-
77	Winnisimmet (Chelsea),	-	123 35	-	-	-	123 35	-
78	Woburn & Reading,	-	-	-	-	-	326 46	-
79	Woonsocket (of Rhode Island),	\$4,563 25	-	27,767 94	-	4 50	-	32,335 69
80	Worcester Consolidated,	-	98,334 33	-	-	-	101,123 11	-
81	Worcester & Shrewsbury,	753 55	575 60	-	-	-	-	177 96
82	Worcester & Suburban,	-	13,346 45	-	-	-	18,282 16	-
83	Woronoco (Westfield),	-	-	3,810 02	-	-	2,385 60	-
Totals,		\$32,680 30	\$970,684 76	\$164,562 66	\$202,440 95	\$497,462 89	\$1,158,826 12	\$169,796 75

Tabulated Statements from Reports of Street Railway Companies — Continued.

DESCRIPTION OF RAILWAY (LENGTH IN MILES).							
STREET RAILWAYS.	78.—Main Track Owned.	79.—Sid- ings, Switches, etc., Owned.	80.—Total Track Owned.	81.—Main Track Operated.	82.—By Horse Power.	83.—By Electric Power.	84.—By Horse and Electric Power.
1 Athol & Orange,	6.880	.440	7.320	6.880	-	6.880	-
2 Beverly & Danvers,	3.027	.138	3.165	4.295	-	4.295	-
3 Blackstone Valley,	3.390	.100	3.490	-	-	-	-
4 Boston & Chelsea,	4.116	.038	4.154	-	-	-	-
5 Boston & Revere Electric,	3.800	.430	4.230	-	-	-	-
6 Braintree,	7.230	.190	7.420	8.270	-	8.270	-
7 Braintree & Weymouth,	11.500	.620	12.120	11.500	-	11.500	-
8 Brockton,	41.091	1.888	42.979	41.091	-	41.091	-
10 Commonwealth Avenue (Newton),	4.300	.400	4.700	5.220	-	5.220	-
11 Conway Electric,	5.400	.380	5.780	5.400	-	5.400	-
12 Cottage City,	5.390	.500	5.890	5.390	-	5.390	-
13 Dartmouth & Westport,	9.270	.408	9.678	13.700	-	13.700	-
14 Dighton, Somerset & Swansea,	11.922	.587	12.509	15.922	-	15.922	-
15 East Middlesex (Malden, etc.),	16.500	1.810	18.310	-	-	-	-
16 East Wareham, Onset Bay & Pt. Ind.,	2.014	1.006	3.020	2.014	2.014	-	-
17 Fall River,	2.538	.157	2.695	2.538	-	2.538	-
18 Fitchburg & Leominster,	16.790	1.450	18.240	16.790	-	16.790	-
19 Framingham Union,	6.912	.441	7.353	6.912	6.912	-	-
20 Gardner Electric,	4.340	.114	4.454	4.340	-	4.340	-
21 Globe (Fall River),	25.750	1.958	27.708	25.451	-	25.451	-
22 Gloucester,	9.090	.490	9.580	10.370	-	10.370	-
23 Gloucester, Essex & Beverly,	22.260	.640	22.900	22.450	-	22.450	-
24 Gloucester & Rockport,	1.280	.250	1.530	-	-	-	-
25 Greenfield & Turner's Falls,	12.860	.410	13.270	12.860	-	12.860	-
26 Hanover,	5.055	.192	5.247	6.477	-	6.477	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded.									
STREET RAILWAYS.									
	78.— Main Track Owned.	79.— Sid-ings, Switches, etc., Owned.	80.— Total Track Owned.	81.— Main Track Operated.	82.— By Horse Power.	83.— By Electric Power.	84.— By Horse and Electric Power.		
27 Haverhill & Amesbury,	32.050	1.000	33.050	32.480	9.750	22.730	-	-	-
28 Haverhill, Georgetown & Danvers,	5.640	.190	5.830	6.120	-	6.120	-	-	-
29 Hingham,	13.610	.767	14.377	17.648	-	17.648	-	-	-
30 Holyoke,	22.293	2.188	24.481	22.293	-	22.293	-	-	-
31 Hoosac Valley (North Adams),	11.678	.421	12.099	11.678	-	11.678	-	-	-
32 Hull,	1.733	.094	1.827	2.207	-	2.207	-	-	-
33 Interstate Consolidated (of R. I.),	22.420	2.220	24.640	22.420	-	22.420	-	-	-
34 Leominster & Clinton,	11.465	.706	12.171	11.465	-	11.465	-	-	-
35 Lowell, Lawrence & Haverhill,	55.147	1.132	56.279	56.894	3.450	53.444	-	-	-
36 Lowell & Suburban,	57.982	4.397	62.379	57.982	-	57.982	-	-	-
37 Lynn & Boston,	117.568	7.015	124.583	149.561	1.666	118.461	4.434	-	-
38 Malden & Melrose,	6.287	.473	6.760	-	-	-	-	-	-
39 Marlborough,	7.371	.572	7.943	7.371	-	7.371	-	-	-
40 Martha's Vineyard,	1.000	-	1.000	1.000	-	1.000	-	-	-
41 Milford, Holliston & Framingham,	11.870	.240	12.110	12.370	-	12.370	-	-	-
42 Milford & Hopedale,	2.280	.160	2.440	2.280	-	2.280	-	-	-
43 Montague,	6.620	.140	6.760	6.920	-	6.920	-	-	-
44 Mystic Valley,	3.240	.040	3.280	3.240	-	3.240	-	-	-
45 Nantasket Electric,	1.615	.124	1.739	-	-	-	-	-	-
46 Natick & Cohituate,	9.000	.500	9.500	9.000	-	9.000	-	-	-
47 Newburyport & Amesbury,	18.046	1.734	19.780	18.046	-	18.046	-	-	-
48 Newton,	9.725	.730	10.455	9.725	-	9.725	-	-	-
49 Newton & Boston,	5.260	.240	5.500	5.260	-	5.260	-	-	-
50 Newtonville & Watertown,	2.122	.008	2.130	2.222	-	2.222	-	-	-
61 Norfolk Central,	4.638	.021	4.659	4.638	-	4.638	-	-	-

52	Norfolk Suburban (Hyde Park, etc.),	10.974	.572	11.546	10.974	-	10.974	-
53	Northampton,	15.020	1.220	16.240	15.020	-	15.020	-
54	North End (Worcester),	4.995	.135	5.130	-	-	-	-
55	North Woburn,	7.340	.210	7.550	7.802	7.802	-	-
56	People's (West Newbury),	.028	-	.028	-	-	-	-
57	Pittsfield Electric,	8.200	.500	8.700	8.200	-	8.200	-
58	Plymouth & Kingston,	8.750	.430	9.180	8.750	-	8.750	-
59	Quincy & Boston,	21.540	.760	22.300	21.540	-	21.540	-
60	Randolph,	1.970	.100	2.070	2.410	-	2.410	-
61	Reading & Lowell,	11.840	.140	11.980	11.840	-	11.840	-
62	Rockland & Abington,	13.345	.743	14.088	13.559	-	13.559	-
63	Rockport,	7.400	.100	7.500	8.160	-	8.160	-
64	Shelburne Falls & Colrain,	6.530	-	6.530	-	-	-	-
65	Siasconset (Nantucket),	1.140	-	1.140	-	-	-	-
66	Somerville,	4.879	.526	5.405	-	-	-	-
67	South bridge & Sturbridge,	7.443	.399	7.842	7.443	-	7.443	-
68	South Middlesex (Natick),	13.070	.440	13.510	13.070	-	13.070	-
69	Springfield,	56.290	3.920	60.210	56.290	-	56.290	-
70	Taunton,	17.133	1.263	18.396	17.133	-	17.133	-
71	Union (New Bedford),	16.271	2.163	18.434	15.768	-	15.768	-
72	Wakefield & Stoneham,	14.700	.720	15.420	15.300	-	15.300	-
73	Warren, Brookfield & Spencer,	12.830	.260	13.090	12.830	-	12.830	-
74	Wellesley & Boston,	2.320	.020	2.340	2.320	-	2.320	-
75	West End (Boston),	251.358	32.825	284.183	257.278	3.538	246.819	7.421
76	West Roxbury & Roslindale,	6.926	.453	7.379	6.926	-	6.926	-
77	Winnismet (Chelsea),	1.886	.323	2.209	-	-	-	-
78	Woburn & Reading,	4.850	.310	5.160	5.680	-	5.680	-
79	Woonsocket (of Rhode Island),	12.790	.600	13.390	12.790	-	12.790	-
80	Worcester Consolidated,	31.600	.740	32.340	40.265	-	37.575	2.690 ¹
81	Worcester & Shrewsbury,	.660	.040	.700	-	-	-	-
82	Worcester & Suburban,	21.913	1.229	23.142	21.913	-	21.913	-
83	Woronoco (Westfield),	4.009	.352	4.361	4.009	-	4.009	-
	Totals, ²	1,276.745	91.502	1,368.247	1,291.040	35.132	1,241.363	14.545

¹ By steam power.

² Not including the Montague.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		EQUIPMENT OWNED SEPTEMBER 30, 1898.						
STREET RAILWAYS.		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehi- cles.	88.—Electric Cars.	89.—Equipped with Fenders.	90.—Horses.	91.—Electric Motors.
1	Athol & Orange,	5	5	2	10	-	-	22
2	Beverly & Danvers,	1	1	-	2	-	-	4
4	Boston & Chelsea,	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-
6	Braintree,	3	2	1	5	5	1	5
7	Braintree & Weymouth,	8	12	7	20	20	1	26
8	Brockton,	48	64	34	101	101	5	135
10	Commonwealth Avenue (Newton),	5	7	2	12	12	-	24
11	Conway Electric,	2	-	7	2	-	-	2
12	Cottage City,	4	6	4	7	-	2	7
13	Dartmouth & Westport,	11	21	6	32	32	-	54
14	Dighton, Somerset & Swansea,	8	20	6	28	28	1	30
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	5	8	8	-	-	16	-
17	Fall River,	2	4	1	6	6	-	12
18	Fitchburg & Leominster,	14	23	22	34	34	5	58
19	Framingham Union,	8	9	5	-	-	46	-
20	Gardner Electric,	3	3	1	6	6	-	11
21	Globe (Fall River),	44	56	23	85	85	6	111
22	Gloucester,	10	14	12	24	24	2	23
23	Gloucester, Essex & Beverly,	7	16	7	23	23	1	46
25	Greenfield & Turner's Falls,	5	8	2	13	-	-	24
26	Hanover,	2	4	-	6	-	-	12
27	Haverhill & Amesbury,	15	41	15	35	25	10	57
28	Haverhill, Georgetown & Danvers,	3	3	-	6	6	-	12

29	Hingham,	.	.	.	.	.	.	5	15	2	20	20	-	42
30	Holyoke,	.	.	.	.	.	.	28	41	23	69	69	-	105
31	Hoosac Valley (North Adams),	.	.	.	.	.	.	15	14	3	20	20	-	23
32	Hull,	.	.	.	.	.	.	2	5	1	4	4	-	8
33	Interstate Consolidated (of R. L.),	.	.	.	.	.	.	26	29	5	44	44	-	73
34	Leominster & Clinton,	.	.	.	.	.	.	6	8	4	14	14	-	25
35	Lowell, Lawrence & Haverhill,	.	.	.	.	.	.	56	87	64	114	114	-	170
36	Lowell & Suburban,	.	.	.	.	.	.	64	80	54	115	115	-	230
37	Lynn & Boston,	.	.	.	.	.	.	216	303	176	447	462	-	639
38	Marlborough,	.	.	.	.	.	.	6	8	7	14	14	-	20
39	Martha's Vineyard,	.	.	.	.	.	.	-	-	-	-	-	-	-
40	Milford, Holliston & Frammingham,	.	.	.	.	.	.	5	6	2	11	11	-	23
41	Milford & Hopedale,	.	.	.	.	.	.	2	2	1	4	4	-	8
42	Montague,	.	.	.	.	.	.	1	3	-	4	-	-	8
43	Mystic Valley,	.	.	.	.	.	.	-	2	-	2	-	-	6
44	Nantasket Electric,	.	.	.	.	.	.	-	7	-	-	-	-	-
45	Natick & Cohituate,	.	.	.	.	.	.	8	25	16	27	13	-	19
46	Newburyport & Amesbury,	.	.	.	.	.	.	16	18	12	29	28	-	50
47	Newton,	.	.	.	.	.	.	14	8	11	16	16	-	28
48	Newton & Boston,	.	.	.	.	.	.	8	2	-	4	4	-	16
49	Newtonville & Watertown,	.	.	.	.	.	.	2	6	-	11	11	-	4
50	Norfolk Central,	.	.	.	.	.	.	5	16	6	28	28	-	16
51	Norfolk Suburban (Hyde Park, etc.),	.	.	.	.	.	.	12	14	17	28	28	-	50
52	Northampton,	.	.	.	.	.	.	16	-	-	-	-	-	54
53	North End (Worcester),	.	.	.	.	.	.	-	7	7	-	-	-	-
54		.	.	.	.	.	.	6	11	8	10	-	49	5
55		.	.	.	.	.	.	4	7	3	3	-	3	12
56		.	.	.	.	.	.	5	7	4	12	-	1	52
57		.	.	.	.	.	.	16	26	12	42	-	3	-
58		.	.	.	.	.	.	-	-	-	-	-	-	-
59		.	.	.	.	.	.	-	-	-	-	-	-	-
60		.	.	.	.	.	.	-	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies—Continued.

EQUIPMENT OWNED SEPTEMBER 30, 1896—Concluded.								
STREET RAILWAYS.		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehi- cles.	88.—Electric Cars.	89.—Equipped with Fenders.	90.—Horses.	91.—Electric Motors.
61	Reading & Lowell,	3	4	1	7	7	-	12
62	Rockland & Abington,	14	12	9	26	26	1	34
63	Rockport,	4	4	2	8	8	-	16
66	Somerville,	-	-	-	-	-	-	-
67	Southbridge & Sturbridge,	5	5	-	10	10	-	16
68	South Middlesex (Natick),	8	8	5	16	12	-	24
69	Springfield,	96	79	31	165	159	7	324
70	Taunton,	26	26	23	30	30	14	36
71	Union (New Bedford),	43	45	29	78	78	7	116
72	Wakefield & Stoneham,	8	12	8	20	20	2	30
73	Warren, Brookfield & Spencer,	5	6	1	11	11	-	20
74	Wellesley & Boston,	2	2	1	4	4	1	4
75	West End (Boston),	1,299	1,123	1,105	2,097	2,099	548	2,681
76	West Roxbury & Roslindale,	8	8	-	16	16	-	24
78	Woburn & Reading,	2	3	1	5	5	-	8
79	Woonsocket (of Rhode Island),	9	14	7	14	-	10	21
80	Worcester Consolidated,	84	55	36	119	119	6	164
81	Worcester & Shrewsbury,	-	-	-	-	-	-	-
82	Worcester & Suburban,	24	24	16	48	48	3	68
83	Woronoco (Westfield),	6	8	4	8	8	-	8
Totals, ¹		2,401	2,512	1,876	4,262	4,142	878	5,968

¹ Not including the Montague.

Tabulated Statements from Reports of Street Railway Companies — Continued.

STREET RAILWAYS.	VOLUME OF TRAFFIC.					EMPLOYEES.	
	92.—Total Passengers Car- ried.	93.—Average Number per Mile of Main Track Operated.	94.—Round Trips Run.	95.—Car Miles Run.	96.—Num- ber of Employ- ees.	97.—Total Number.	98.—In Massachusetts
1 Athol & Orange,	813,669	118,268	11,903	163,797	22	8	7
2 Deverly & Danvers,	39,612	9,270	1,610	13,765	4	26	21
3 Blackstone Valley,	-	-	-	-	-	55	52
4 Boston & Chelsea,	-	-	-	-	-	105	82
5 Boston & Revere Electric,	-	-	-	-	-	5	7
6 Braintree,	631,902	76,409	14,986	196,620	16	15	15
7 Braintree & Weymouth,	912,930	79,385	27,465	329,374	38	176	173
8 Brockton,	6,227,923	151,564	150,940	1,291,633	175	136	128
9 Brockton, Bridgewater & Taunton,	-	-	-	-	-	80	80
10 Commonwealth Avenue (N. wton),	205,137	39,296	10,409	83,980	23	22	22
11 Conway Electric,	35,270	6,531	1,425	217,296	6	44	39
12 Cottage City,	108,625	20,153	4,304	32,406	14	30	30
13 Dartmouth & Westport,	694,654	49,975	12,537	351,740	45	49	32
14 Dighton, Somerset & Swansea,	738,529	46,364	11,772	331,828	26	45	38
15 East Middlesex (Malden, etc.),	-	-	-	-	-	105	96
16 East Wareham, Onset Bay & Pt. Ind.,	47,906	23,786	3,919	12,160	8	42	38
17 Fall River,	110,653	43,602	10,786	52,142	14	27	24
18 Fitchburg & Leominster,	2,148,723	127,975	75,730	631,137	70	58	57
19 Framingham Union,	400,120	57,868	15,207	82,078	12	109	107
20 Gardner Electric,	369,542	85,145	21,047	79,058	13	46	44
21	6,326,237	240,707	185,941	1,243,051	200	35	6
22	1,279,711	123,405	32,884	257,613	38	7	7
23	1,114,245	49,632	9,118	304,065	35	23	23
24	-	-	-	-	-	8	8
25 Greenfield & Turner's Falls,	708,558	54,709	12,645	160,078	20	30	30

Tabulated Statements from Reports of Street Railway Companies — Continued.

	STREET RAILWAYS.	VOLUME OF TRAFFIC — Concluded.					STOCKHOLDERS — Concluded.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Num- ber of Employ- ees.	97. — Total Number.	98. — In Massachusetts.
26	Hanover,	101,797	16,715	7,406	39,856	9	119	118
27	Haverhill & Amesbury,	1,453,567	44,752	14,652	401,160	50	17	16
28	Haverhill, Georgetown & Danvers,	156,308	25,640	2,765	33,731	8	21	21
29	Hingham,	480,347	28,085	18,278	135,927	33	57	50
30	Holyoke,	3,440,500	154,331	100,262	803,712	125	116	103
31	Housac Valley (North Adams),	1,341,283	118,764	23,290	279,480	30	14	13
32	Hull,	112,898	51,165	4,733	16,305	7	6	2
33	Interstate Consolidated (of R. I.),	2,868,481	105,552	45,834	682,577	80	13	9
34	Leominster & Clinton,	458,472	40,861	14,908	122,308	20	32	31
35	Lowell, Lawrence & Haverhill,	8,205,411	144,223	143,007	1,443,730	260	95	85
36	Lowell & Suburban,	7,630,940	132,471	290,329	1,802,693	304	96	87
37	Lynn & Boston,	26,791,811	179,136	544,148	5,379,210	983	13	10
38	Malden & Melrose,	-	-	-	-	-	51	61
39	Marlborough,	722,857	98,068	29,282	220,161	20	13	13
40	Martha's Vineyard,	19,671	19,571	877	1,754	3	-	-
41	Frammingham,	508,172	41,081	4,712	122,231	30	15	13
42		-	-	-	-	-	15	14
43		56,538	8,170	2,289	31,310	-	-	-
44		99,362	30,667	2,572	30,324	6	9	8
45		-	-	-	-	-	5	-
46	Natick & Cohasset,	764,408	79,411	20,673	189,767	23	134	133
47	Newburyport & Amesbury,	1,367,851	75,798	28,519	342,232	60	30	30
48	Newton,	1,763,796	180,339	36,266	341,244	45	63	61
49	Newton & Boston,	610,765	116,183	38,235	176,949	31	22	22
50	Newtonville & Watertown,	175,246	78,869	12,809	45,344	5	15	15

51	Norfolk Central,	19,044	4,106	541	5,038	12	40	40
52	Norfolk Suburban (Hyde Park, etc.),	2,077,947	189,362	36,606	382,962	46	82	76
53	Northampton,	1,857,171	123,646	48,664	496,648	55	133	119
54	North End (Worcester),	-	-	-	-	-	50	49
55	North Woburn,	428,796	54,969	10,384	118,832	25	66	64
56	People's (West Newbury),	-	-	-	-	-	17	17
57	Pittsfield Electric,	751,041	91,590	18,816	130,106	15	34	34
58	Plymouth & Kingston,	656,566	74,920	10,573	177,876	13	29	28
59	"	2,114,175	98,151	53,366	387,014	58	267	255
60	"	38,934	16,155	3,331	16,666	6	27	27
61	Reading & Lowell,	847,522	29,351	11,986	142,797	16	10	9
62	Rockland & Abington,	1,426,690	105,221	40,248	335,441	45	33	33
63	Rockport,	215,079	26,357	3,208	26,585	10	8	8
64	Shelburne Falls & Colrain,	-	-	-	-	-	96	94
65	Shasconset (Nantucket),	-	-	-	-	-	12	6
66	Somerville,	-	-	-	-	-	7	7
67	Southbridge & Sturbridge,	72,731	9,771	883	12,442	10	35	35
68	South Middlesex (Natick),	1,016,782	78,025	9,587	249,277	28	44	44
69	Springfield,	10,163,011	180,547	269,851	2,368,622	376	281	265
70	Taunton,	1,505,415	93,119	56,817	340,523	75	27	7
71	Union (New Bedford),	5,082,087	322,938	125,047	747,915	180	53	40
72	Wakefield & Stoneham,	1,309,421	85,583	30,226	335,780	30	16	14
73	Warren, Brookfield & Spencer,	307,591	23,974	2,840	69,690	20	12	12
74	Wellesley & Boston,	221,415	95,437	16,884	75,974	6	16	18
75	West End (Boston),	168,862,288	648,568	2,822,142	25,841,907	4,750	7,010	6,114
76	West Roxbury & Roslindale,	26,439	3,817	1,749	6,574	21	44	44
77	"	-	-	-	-	-	39	38
78	"	91,650	18,691	3,502	32,768	10	8	7
79	"	843,154	65,922	43,000	211,000	35	18	10
80	"	9,744,025	270,172	292,854	1,929,982	800	6	3
81	Worcester & Shrewsbury,	86,000	130,303	15,014	19,818	3	6	6
82	Worcester & Suburban,	3,101,367	141,531	49,414	619,408	85	163	175
83	Woronoco (Westfield),	346,055	86,319	27,311	88,490	12	32	31
Totals,		292,358,943	226,452	6,004,809	53,613,685	9,130	10,986	9,800

Tabulated Statements from Reports of Street Railway Companies—Continued.

ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1896.									
STREET RAILWAYS.		99.—To Passengers.	100.—To Em- ployees.	101.—To other Persons.	102.—Fatal.		103.—Not Fatal.	104.—Total.	105.—Total during Preceding Year.
1	Athol & Orange,	1	-	-	-	1	1	1	1
2	Beverly & Danvers,	-	-	-	-	-	-	-	-
4	Boston & Chelsea,	-	-	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-	-	-
6	Braintree,	6	-	-	-	6	6	6	-
7	Braintree & Weymouth,	6	-	-	1	5	6	6	-
8	Brockton,	31	3	-	-	34	34	41	-
10	Commonwealth Avenue (Newton),	-	-	-	-	-	-	-	-
11	Conway Electric,	-	-	-	-	-	-	-	1
12	Cottage City,	-	-	-	-	-	-	-	1
13	Dartmouth & Westport,	12	-	6	-	18	18	46	-
14	Dighton, Somerset & Swansea,	-	-	-	-	-	-	1	-
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	-	-	-	1	-
17	Fall River,	-	-	1	-	1	1	-	-
18	Fitchburg & Leominster,	3	1	4	1	7	8	6	-
19	Framingham Union,	-	-	-	-	-	-	-	-
20	Gardner Electric,	-	-	1	-	1	1	6	-
21	Globe (Fall River),	14	-	8	1	21	22	15	-
22	Gloucester,	-	-	1	1	-	1	4	-
23	Gloucester, Essex & Beverly,	2	2	2	-	6	6	3	-
25	Greenfield & Turner's Falls,	-	-	-	-	-	-	-	1
26	Hanover,	-	-	-	-	-	-	-	-
27	Haverhill & Amesbury,	8	-	-	-	8	8	6	-
28	Haverhill, Georgetown & Danvers,	1	-	2	-	3	3	-	-

Tabulated Statements from Reports of Street Railway Companies — Concluded.

STREET RAILWAYS.		ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1896 — Concluded.						
		99.—To Passengers.	100.—To Em- ployees.	101.—To other Persons.	102.—Fatal.	103.—Not Fatal.	104.—Total.	105.—Total during Preceding Year.
61	Reading & Lowell, .	7	-	2	-	9	9	-
62	Rockland & Abington, .	13	1	-	-	14	14	27
63	Rockport, .	-	-	-	-	-	-	-
66	Somerville, .	-	-	-	-	-	-	-
67	Southbridge & Sturbridge, .	-	-	-	-	-	-	-
68	South Middlesex (Natick), .	6	1	-	-	7	7	11
69	Springfield, .	16	1	9	-	26	26	22
70	Taunton, .	2	-	1	-	3	3	3
71	Union (New Bedford), .	20	-	17	1	36	37	9
72	Wakefield & Stoneham, .	9	2	5	-	16	16	3
73	Warren, Brookfield & Spencer, .	5	-	-	-	5	5	-
74	Wellesley & Boston, .	-	-	-	-	-	-	-
75	West End (Boston), .	677	24	426	12	1,115	1,127	1,021
76	West Roxbury & Roslindale, .	-	-	-	-	-	-	-
78	Woburn & Reading, .	1	-	2	-	3	3	-
79	Woonsocket (of Rhode Island), .	-	-	1	1	-	1	-
80	Worcester Consolidated, .	34	-	-	-	34	34	15
81	Worcester & Shrewsbury, .	-	-	-	-	-	-	-
82	Worcester & Suburban, .	11	1	8	-	20	20	13
83	Woronoco (Westfield), .	1	-	-	-	1	1	2
	Totals,	1,124	57	585	26	1,740	1,768	1,507

Comparative Statements from Reports of Street Railway Companies—Continued.

COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED—Continued.

STREET RAILWAYS.		1906.—Construction.		1900.—Total Cost per Mile		1910.—Capital Stock.		1911.—Net Debt		1912.—Total Capital Investment	
28	Haverhill, Georgetown & Danvers,	\$13,717 38	\$2,140 81	\$912 65	\$16,770 84	\$10,638 30	\$5,829 02	\$16,467 32			
29	Hingham,	14,171 71	3,253 29	4,430 78	21,855 78	10,653 93	11,146 08	21,800 01			
30	Holyoke,	17,630 90	6,035 32	9,364 76	33,020 98	17,942 85	12,949 66	30,892 41			
31	Hoosac Valley (North Adams),	13,875 78	4,832 77	1,148 87	19,857 42	8,563 11	8,300 34	16,863 45			
32	Hull,	15,403 01	5,956 23	1,211 77	22,571 01	11,540 68	11,592 28	23,132 96			
33	Interstate Consolidated (of R. I.),	13,719 27	5,121 34	1,605 29	20,445 90	13,380 81	5,757 70	19,138 61			
34	Leominster & Clinton,	14,411 67	2,740 24	10,081 45	27,233 36	13,022 24	14,282 62	27,304 76			
35	Lowell, Lawrence & Haverhill,	28,657 23	11,871 57	12,152 72	52,681 52	27,562 70	24,010 01	61,572 71			
36	Lowell & Suburban,	20,761 81	5,454 43	10,486 07	36,702 31	13,797 38	22,809 77	36,607 15			
37	Lynn & Boston,	34,457 24	11,343 77	11,622 73	57,623 74	10,383 78	47,727 15	58,110 93			
38	Malden & Melrose,	26,324 16	-	-	26,324 16	31,511 67	-	31,511 67			
39	Marlborough,	15,191 40	4,370 44	5,623 36	25,185 22	10,853 34	16,586 65	27,441 99			
40	Martha's Vineyard,	5,680 40	-	-	5,680 40	3,692 50	1,767 02	5,459 52			
41	Millford, Holliston & Frammingham,	13,795 95	2,361 78	438 54	16,596 27	12,636 90	3,942 83	16,579 73			
42	Millford & Hopedale,	15,254 70	3,564 68	21,100 51	39,919 89	26,315 80	13,516 20	39,832 00			
44		15,193 13	1,267 00	-	16,460 13	12,345 68	3,920 49	16,286 17			
45		17,961 62	-	-	17,961 62	7,739 94	9,206 82	16,948 76			
46	Natick & Cohasset,	7,749 23	2,962 85	1,024 44	11,736 52	11,111 11	-	11,111 11			
47	Newburyport & Amesbury,	17,967 92	8,874 71	2,629 33	29,391 96	4,433 12	25,224 74	29,657 86			
48	Newton,	22,764 08	9,363 08	3,845 06	35,972 22	21,593 83	12,236 67	33,830 50			
49	Newton & Boston,	24,337 06	11,963 27	14,810 43	51,110 76	23,764 26	26,884 11	50,648 37			
50	Newtonville & Watertown,	27,512 55	-	676 81	28,189 36	23,662 68	5,477 13	29,039 81			
51	Norfolk Central,	17,967 52	4,209 36	4,757 56	26,934 44	16,170 76	10,784 26	26,965 02			
52	Norfolk Suburban (Hyde Park, etc.),	18,554 59	6,404 20	1,130 93	25,089 78	17,065 84	8,576 62	25,662 36			
53	Northampton,	14,064 62	5,279 14	6,638 59	24,382 35	19,973 37	2,946 95	22,922 32			

51	North End (Worcester),	20,116 17	10,281 29	2,737 69	33,135 16	22,022 02	15,002 58	37,024 60
52	North Woburn,	18,326 87	2,916 07	2,069 92	23,312 86	13,623 98	11,139 08	24,763 06
53	Pittsfield Electric,	11,725 47	1,643 48	202 92	13,571 87	7,317 08	4,279 22	11,596 30
54	Plymouth & Kingston,	11,618 94	2,628 49	4,533 15	18,780 58	11,428 57	7,215 89	18,844 46
55	Quincy & Boston,	11,589 20	4,114 43	5,335 28	21,038 91	18,867 22	-	18,867 22
56	Randolph,	11,534 60	-	-	11,534 60	8,883 25	2,314 80	11,198 05
57	Reading & Lowell,	11,608 42	1,212 77	-	12,821 19	8,445 95	4,373 63	12,819 58
58	Rockland & Abington,	10,431 55	4,688 59	2,888 31	18,008 45	8,992 13	7,782 94	16,775 07
59	Rockport,	12,385 46	2,618 16	1,788 74	16,792 36	13,513 51	2,256 57	16,770 08
60	Somerville,	31,358 89	-	-	31,358 89	31,358 89	-	31,358 89
61	Southbridge & Sturbridge,	11,864 77	2,216 07	920 11	15,000 95	8,061 27	6,749 24	14,810 51
62	South Middlesex (Natick),	10,860 73	4,228 11	4,031 01	19,119 85	7,851 11	11,567 22	19,218 33
63	Springfield,	17,813 10	6,883 00	8,805 24	33,503 34	17,765 15	13,222 02	30,987 17
64	Taunton,	36,584 58	6,508 09	11,437 08	54,529 75	29,428 41	32,628 57	53,054 98
65	Union (New Bedford),	32,487 85	11,995 98	12,162 72	56,646 55	21,510 66	30,561 09	52,071 75
66	Wakefield & Stoneham,	12,870 99	4,568 21	5,430 59	22,869 79	10,204 08	12,694 42	22,898 50
67	Warren, Brookfield & Spencer,	12,777 70	1,798 86	3,094 55	17,671 11	11,691 36	5,922 07	17,613 42
68	Wellesley & Boston,	15,973 87	2,802 17	52 47	18,828 51	17,241 38	756 74	17,998 12
69		32,266 60	24,351 45	39,794 31	96,412 36	61,605 36	39,155 76	100,761 12
70		32,104 80	3,945 61	3,961 58	40,031 99	14,692 47	25,347 71	40,040 18
71		28,511 13	-	-	28,511 13	26,511 13	-	26,511 13
72		13,832 51	2,055 98	1,254 33	17,142 82	12,371 13	4,704 36	17,075 51
73	Island),	23,414 59	4,596 37	537 67	28,548 63	10,946 05	20,146 34	31,092 39
74		34,063 95	7,393 62	6,479 56	47,937 13	22,151 90	23,065 14	45,237 04
75		18,139 31	8,696 70	9,697 39	36,533 40	24,756 99	11,428 57	36,185 56
76	Woronoco (Westfield),	11,040 84	3,515 42	7,385 69	21,941 95	12,471 94	8,989 93	21,461 87
77	Averages,	\$23,396 44	\$9,804 50	\$12,840 44	\$46,041 38	\$24,067 31	\$22,305 35	\$46,372 66

STREET RAILWAY COMPANIES.

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Comparative Statements from Reports of Street Railway Companies — Continued.

	STREET RAILWAYS.	GROSS EARNINGS FROM OPERATION.				EXPENSES OF OPERATION.	
		113. — Per Mile of Main Track Operated.	114. — Per Round Trip Run.	115. — Per Car Mile Run.	116. — Per Passenger Carried.	117. — Per Mile of Main Track Operated.	118. — Per Round Trip Run.
1	Athol & Orange,	\$5,581 04	\$3 23	\$0 2344	\$0.0472	\$3,461 26	\$2 00
2	Beverly & Danvers,	464 64	1 24	.1451	.0501	455 77	1 22
4	Boston & Chelsea,	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-
6	Braintree,	3,644 32	2 01	.1533	.0477	2,528 60	1 39
7	Braintree & Weymouth,	3,853 40	1 61	.1345	.0485	3,503 83	1 46
8	Brockton,	7,467 94	2 03	.2376	.0493	4,636 37	1 26
10	Commonwealth Avenue (Newton),	1,950 26	98	.1212	.0496	2,399 34	1 20
11	Conway Electric,	853 63	3 23	.0212	.1307	884 45	3 35
12	Cottage City,	977 97	1 22	.1627	.0485	679 45	85
13	Dartmouth & Westport,	7,880 14	84	.3069	.1577	6,348 27	68
14	Dighton, Somerset & Swansea,	3,858 44	5 22	.1851	.0832	2,599 15	3 52
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind.,	3,102 40	2 07	.5138	.1304	2,461 76	1 64
17	Fall River,	2,057 00	4 84	.1001	.0472	2,308 76	5 43
18	Fitchburg & Leominster,	7,634 69	1 69	.2031	.0596	5,376 87	1 19
19	Framingham Union,	2,707 94	1 23	.2280	.0467	2,052 11	93
20	Gardner Electric,	4,423 63	91	.2429	.0519	3,618 84	75
21	Globe (Fall River),	12,711 51	1 74	.2603	.0511	8,209 50	1 12
22	Gloucester,	6,246 56	1 96	.2514	.0506	4,092 52	1 29
23	Gloucester, Essex & Beverly,	2,595 28	6 39	.1916	.0523	1,716 31	4 23
24	Gloucester & Rockport,	-	-	-	-	-	-
25	Greenfield & Turner's Falls,	2,710 52	2 76	.2178	.0495	1,486 07	1 51
26	Hanover,	863 79	76	1404	.0550	1,070 02	94
27	Haverhill & Amesbury,	3,049 50	6 76	.2219	.0681	2,181 84	4 84

Comparative Statements from Reports of Street Railway Companies—Continued.

	STREET RAILWAYS.	GROSS EARNINGS FROM OPERATION—Continued.				EXPENSES, ETC.—Continued.	
		113.—Per Mile of Main Track Operated.	114.—Per Round Trip Run.	115.—Per Car Mile Run.	116.—Per Pas- senger Carried.	117.—Per Mile of Main Track Operated.	118.—Per Round Trip Run.
61	Reading & Lowell,	\$1,456 53	\$1 44	\$0.1208	\$0.0496	\$1,169 53	\$1 16
62	Rockland & Abington,	6,270 80	1 77	.2131	.0501	3,866 92	1 30
63	Rockport,	1,317 88	3 30	.4045	.0500	390 82	98
66	Somerville,	—	—	—	—	—	—
67	Southbridge & Sturbridge,	495 47	4 18	.2984	.0507	167 45	1 41
68	South Middlesex (Natick),	3,902 75	5 32	.2046	.0502	2,643 34	3 60
69	Springfield,	9,267 60	1 93	.2212	.0513	5,713 02	1 19
70	Taunton,	5,013 52	1 51	.2522	.0538	2,985 74	1 89
71	Union (New Bedford),	14,215 14	1 78	.2997	.0440	8,729 63	1 09
72	Wakefield & Stoneham,	3,804 74	1 93	.1734	.0445	2,386 30	1 21
73	Warren, Brookfield & Spencer,	1,207 16	5 45	.2222	.0503	551 50	2 49
74	Wellesley & Boston,	4,767 19	66	.1469	.0499	3,573 65	49
75	West End (Boston),	32,423 91	2 96	.3228	.0500	24,621 69	2 24
76	Woburn,	186 98	74	.1970	.0490	135 60	54
77	Worcester,	—	—	—	—	—	—
78	Woburn & Reading,	797 07	1 29	.1382	.0494	725 55	1 17
79	Woonsocket (of Rhode Island),	3,296 15	98	.1988	.0500	2,876 27	85
80	Worcester Consolidated,	12,203 63	1 68	.2546	.0504	9,227 13	1 27
82	Worcester & Suburban,	6,600 43	2 83	.2335	.0486	4,224 56	1 87
83	Worcester (Westfield),	5,093 27	75	.2307	.0500	3,154 34	46
	Averages,	\$11,497 91	\$2 47	\$0.2769	\$0.0508	\$8,182 06	\$1 76

Comparative Statements from Reports of Street Railway Companies — Continued.

		EXPENSES, ETC. — Continued.		NET EARNINGS FROM OPERATION.			
		119. — Per Car Mile Run.	120. — Per Pas- senger Carried.	121. — Per Mile of Main Track Operated.	122. — Per Round Trip Run.	123. — Per Car Mile Run.	124. — Per Pas- senger Carried.
STREET RAILWAYS.							
1	Athol & Orange,	\$0.1454	\$0.0293	\$2,119 78	\$1 23	\$0.0890	\$0.0179
2	Beverly & Danvers, . . . . .	.1423	.0492	8 87	02	.0028	.0009
4	Boston & Chelsea,	-	-	-	-	-	-
5	Boston & Revere Electric,	-	-	-	-	-	-
6	Braintree, . . . . .	.1064	.0331	1,115 72	62	.0469	.0146
7	Braintree & Weymouth, . . . . .	.1223	.0441	349 57	15	.0122	.0044
8	Brockton, . . . . .	.1475	.0306	2,831 57	77	.0901	.0187
10	Commonwealth Avenue (Newton), . . . . .	.1491	.0611	449 08d	22d	.0279d	.0115d
11	Conway Electric, . . . . .	.0220	.1354	30 82d	12d	.0008d	.0047d
12	Cottage City, . . . . .	.1130	.0337	298 52	37	.0497	.0148
13	Dartmouth & Westport, . . . . .	.2472	.1270	1,531 87	16	.0597	.0307
14	Dighton, Somerset & Swansea, . . . . .	.1247	.0560	1,259 29	1 70	.0604	.0272
15	East Middlesex (Malden, etc.),	-	-	-	-	-	-
16	East Wareham, Onset Bay & Pt. Ind., . . . . .	.4077	.1035	640 64	43	.1061	.0269
17	Fall River, . . . . .	.1124	.0530	251 76d	59d	.0123d	.0058d
18	Fitchburg & Leominster, . . . . .	.1430	.0420	2,257 82	50	.0601	.0176
19	Framingham Union, . . . . .	.1728	.0354	655 83	30	.0552	.0113
20	Gardner Electric, . . . . .	.1987	.0425	804 79	16	.0442	.0094
21	Globe (Fall River), . . . . .	.1681	.0330	4,502 01	62	.0922	.0181
22	Gloucester, . . . . .	.1647	.0331	2,154 04	67	.0867	.0175
23	Gloucester, Essex & Beverly,1267	.0346	878 97	2 16	.0649	.0177
24	Gloucester & Rockport,	-	-	-	-	-	-

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Comparative Statements from Reports of Street Railway Companies — Concluded.

NET EARNINGS FROM OPERATION — Concluded.					
	1906. — Per Mile of Main Track Operated.	1906. — Per Road Trip Run.	1906. — Per Car Mile Run.	1906. — Per Passenger Carried.	
25	\$1,224 45	\$1 25	\$0.0884	\$0.0223	Greenfield & Turner's Falls,
26	206 23d	18d	.0335d	.0131d	Hanover,
27	867 66	1 92	.0702	.0194	Haverhill & Amesbury,
28	689 81	1 55	.1270	.0274	Haverhill, Georgetown & Danvers,
29	197 82	19	.0257	.0075	Hingham,
30	2,727 80	61	.0757	.0177	Holyoke,
31	2,565 18	1 29	.1072	.0223	Hocac Valley (North Adams),
32	19 06d	01d	.0026d	.0004d	Hull,
33	1,483 13	72	.0509	.0141	Interstate Consolidated (of R. I.),
34	680 48	52	.0638	.0167	Leominster & Clinton,
35	2,851 08	1 13	.1123	.0198	Lowell, Lawrence & Haverhill,
36	2,572 58	61	.0827	.0194	Lowell & Suburban,
37	3,893 88	1 07	.1083	.0217	Lynn & Boston,
39	926 06	25	.0333	.0101	. . . . .
40	220 88	25	.1259	.0112	. . . . .
41	688 85	1 80	.0697	.0167	Frammingham,
42	-	-	-	-	. . . . .
44	411 84	52	.0440	.0134	. . . . .
45	-	-	-	-	Nantasket Electric,
46	917 35	40	.0435	.0109	Natick & Cohasset,
47	1,465 47	93	.0773	.0193	Newburyport & Amesbury,
48	2,153 08	60	.0613	.0119	Newton,
49	2,104 87	29	.0629	.0181	Newton & Boston,
50	130 77	02	.0064	.0016	Newtonville & Watertown,
51	53 83	46	.0496	.0131	Norfolk Central,



PART IV.

RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1896.

[AS CORRECTED BY THE BOARD.]

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.						
Total income from lease of road,	.	.	.	.	.	\$9,219 00
Expenses accrued during the year: legal expenses,	.	.	.	.	.	75 41
NET DIVISIBLE INCOME,						\$9,143 59
Dividends declared (7 per cent),	.	.	.	.	.	\$9,219 00
Deficit for year ending June 30, 1896,	.	.	.	.	.	\$75 41
Amount of surplus June 30, 1895,	.	.	.	.	.	482 55
TOTAL SURPLUS JUNE 30, 1896,						\$407 14
GENERAL BALANCE SHEET JUNE 30, 1896.						
ASSETS.						DR.
Cost of road,	.	.	.	.	.	\$131,416 48
Cash,	.	.	.	.	.	690 66
TOTAL,						\$132,107 14
LIABILITIES.						CR.
Capital stock,	.	.	.	.	.	\$131,700 00
Profit and Loss balance (surplus),	.	.	.	.	.	407 14
TOTAL,						\$132,107 14
CAPITAL STOCK.						
Capital stock authorized by law,	.	.	.	.	.	\$133,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	131,700 00
Capital stock issued and outstanding,	.	.	.	.	.	\$131,700 00
Number of shares issued and outstanding,	.	.	.	.	.	1,317
Number of stockholders,	.	.	.	.	.	53
Number of stockholders in Massachusetts,	.	.	.	.	.	43
Amount of stock held in Massachusetts,	.	.	.	.	.	\$101,800 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	11
Number of crossings of company's railroad by highways above railroad,	1
Number of crossings of company's railroad by highways under railroad,	1
Number of highway crossings at grade protected by gates, . .	4
Number of highway crossings at grade protected by flagmen, .	4
Number of highway crossings at grade unprotected,	8
Number of highway bridges 18 feet (or more) above track, .	1
Number of highway bridges less than 18 feet above track, .	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry F. Barrows, *President*, North Attleborough, Mass. Henry F. Barrows, Jr., *Treasurer*, North Attleborough, Mass. John R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry F. Barrows, North Attleborough, Mass. John R. Bronson, Attleborough, Mass. Ellerton P. Whitney, Boston, Mass. Albert A. Folsom, Boston, Mass. Henry F. Barrows, Jr., North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

H. F. BARROWS,
H. F. BARROWS, JR.,
Directors.
H. F. BARROWS, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NORTH ATTLEBOROUGH, Sept. 4, 1896. Then personally appeared the above-named Henry F. Barrows and Henry F. Barrows, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH E. POND,
Justice of the Peace.

RETURN
OF THE
BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$36,250 00
Dividends received on stocks owned: Berkshire Railroad Company's stock (66 shares),	396 00
GROSS INCOME,	\$36,646 00
Expenses accrued during the year: salaries and maintenance of organization,	449 00
NET DIVISIBLE INCOME,	\$36,197 00
Dividends declared (6 per cent),	36,000 00
Surplus for year ending June 30, 1896,	\$197 00
Amount of surplus June 30, 1895,	13,715 56
TOTAL SURPLUS JUNE 30, 1896,	\$13,912 56
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	
Cost of road,	Dr. \$600,000 00
Stock of Berkshire Railroad Company (66 shares),	3,970 00
TOTAL PERMANENT INVESTMENTS,	\$603,970 00
Cash,	10,338 56
TOTAL,	\$614,308 56
LIABILITIES.	
Capital stock,	Cr. \$600,000 00
Current liabilities: dividends not called for,	396 00
Profit and Loss balance (surplus),	13,912 56
TOTAL,	\$614,308 56

CAPITAL STOCK.		
Capital stock authorized by law,	\$800,000 00	
Capital stock authorized by votes of company,	600,000 00	
Capital stock issued and outstanding,		\$600,000 00
Number of shares issued and outstanding,	6,000	
Number of stockholders,	219	
Number of stockholders in Massachusetts,	141	
Amount of stock held in Massachusetts,	\$410,300 00	

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	26
Number of crossings of company's railroad by highways under railroad,	1
Number of highway crossings at grade protected by gates,	1
Number of highway crossings at grade unprotected,	25

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,

STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

D. R. Williams, Stockbridge, Mass. Henry T. Robbins, Great Barrington, Mass. Charles J. Taylor, Great Barrington, Mass. George Church, Great Barrington, Mass. D. A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY T. ROBBINS,
D. A. KIMBALL,
CHAS. J. TAYLOR,

Directors.

D. A. KIMBALL,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. AUG. 25, 1896. Then personally appeared the above-named Henry T. Robbins, D. A. Kimball and Chas. J. Taylor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK H. WRIGHT,

Justice of the Peace.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,350,632 48
Operating expenses,	6,203,175 90
NET INCOME FROM OPERATION,	\$3,147,456 58
Charges upon income accrued during the year:	
Interest on funded debt,	\$337,980 00
Taxes,	708,689 59
Rentals of leased roads:	
Pittsfield & North Adams Railroad,	\$22,500 00
Ware River Railroad,	52,500 00
North Brookfield Railroad,	8,000 00
	<u>78,000 00</u>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,124,669 59
NET DIVISIBLE INCOME,	\$2,022,786 99
Dividends declared (8 per cent),	2,000,000 00
Surplus for the year ending June 30, 1896,	\$22,786 99
Amount of surplus June 30, 1895,	182,049 32
TOTAL SURPLUS JUNE 30, 1896,	\$204,836 31

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$4,091,033 85		
Deductions:			
Tickets redeemed,		\$10,378 96	
Excess fares refunded,		27,462 65	
Total deductions,		\$37,831 61	
NET REVENUE FROM PASSENGERS (carried forward),			\$4,053,202 24

EARNINGS FROM OPERATION—Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i> . . . . .	. . . . .	. . . . .	\$4,068,202 24
From mails,	\$295,884 48		
From express,	297,154 18		
From extra baggage and storage,	51,492 72		
Other earnings, passenger service:			
Dining cars,	77,895 00		
Parcel rooms,	8,786 75		
			731,213 13
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$4,784,415 37
Freight service:			
Gross receipts from freight,	\$4,277,789 03		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$143,589 30	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$4,134,199 73
From stock yards,	\$5,000 00		
From elevators,	170,979 24		
Other earnings, freight service:			
Car demurrage,	7,842 00		
Gravel,	44,264 99		
			228,086 23
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$4,362,285 96
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$9,146,701 33
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$3,888 30		
Rentals from buildings and other property,	196,665 44		
From other sources:			
Interest,	3,877 41		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	203,931 15
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$9,350,632 48

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$98,483 85
Salaries of clerks and attendants,	53,403 88
General office expenses and supplies,	7,796 32
Insurance,	42,872 24
Law expenses,	15,467 93
Stationery and printing (general offices),	4,147 89
TOTAL,	\$222,172 11
Maintenance of way and structures:	
Repairs of roadway,	\$1,206,352 85
Renewals of rails,	104,526 52
Renewals of ties,	107,711 50
Repairs and renewals of bridges and culverts,	33,095 42
Repairs and renewals of fences, road crossings, signs and cattle guards,	47,263 58
Repairs and renewals of buildings and fixtures,	143,756 47
Repairs and renewals of docks and wharves,	109,933 32
Stationery and printing,	934 54
TOTAL,	\$1,753,574 20

Cash,	\$846,786 21	
Net traffic balances due from other companies,	516,122 77	
Due from solvent companies and individuals,	865,163 82	
Sinking and other special funds,	2,326,279 43	
TOTAL CASH AND CURRENT ASSETS,		\$4,054,852 23
Materials and supplies,		330,800 00
TOTAL,		\$36,280,743 39
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LIABILITIES.		CR.
Capital stock,		\$25,000,000 00
Funded debt,		7,485,000 00
Current liabilities:		
Credit balances,	\$625,814 05	
Dividends not called for,	505,073 00	
Matured interest coupons unpaid (including coupons due July 1),	5,410 00	
Rentals (including rentals due July 1),	87,500 00	
Miscellaneous current liabilities: Pittsfield & North Adams Railroad,	4,835 60	
Separation of grade crossings,	300,000 00	
TOTAL CURRENT LIABILITIES,		1,478,632 65
Accrued liabilities:		
Interest accrued and not yet due,	\$84,495 00	
Rentals accrued and not yet due,	1,500 00	
TOTAL ACCRUED LIABILITIES,		85,995 00
Sinking and other special funds:		
Improvement fund,	\$1,879,364 23	
Ware River sinking fund,	146,915 20	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		2,026,279 43
Profit and Loss balance (surplus),		204,836 31
TOTAL,		\$36,280,743 39
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PROPERTY ACCOUNTS.		
Expenditures charged to property accounts: real estate,		\$219,417 21
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$219,417 21
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SINKING FUND.		
Amount, June 30, 1895, of Ware River sinking fund,		\$139,330 35
Additions during year,		7,584 85
TOTAL SINKING FUND JUNE 30, 1896,		\$146,915 20
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IMPROVEMENT FUND.		
Amount of improvement fund June 30, 1895,		\$1,822,039 76
Additions during year,		57,324 47
TOTAL IMPROVEMENT FUND JUNE 30, 1896,		\$1,879,364 23
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CAPITAL STOCK.		
Capital stock authorized by law,	\$30,000,000 00	
Capital stock authorized by votes of company,	25,000,000 00	
Capital stock issued and outstanding,		\$25,000,000 00
Number of shares issued and outstanding,	250,000	
Number of stockholders,	8,647	
Number of stockholders in Massachusetts,	7,357	
Amount of stock held in Massachusetts,	\$21,571,800 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Five per cent bonds,	5	April 1, 1902,	\$3,858,000 00	\$192,900 00
Four per cent bonds,	4	Oct. 1, 1918,	3,627,000 00	145,080 00
TOTALS,			\$7,485,000 00	\$337,980 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic :		
Number of passengers carried paying revenue,		12,788,327
Number of passengers carried one mile,		231,299,428
Number of passengers carried one mile per mile of road operated,		595,089
Average length of journey per passenger,		18.087 miles.
Average amount received from each passenger,		81.694 cents.
Average amount received per passenger per mile carried,		1.752 "
Passenger earnings per mile of road operated,		\$12,309 39.430
Passenger earnings per passenger-train mile run,		1 43.247
Freight traffic :		
Number of tons of freight hauled earning revenue,		4,122,412
Number of tons of freight hauled one mile,		438,975,620
Number of tons of freight hauled one mile per mile of road operated,		1,129,401
Average length of haul per ton,		106.485 miles.
Average amount received for each ton of freight,		\$1 00.286
Average amount received per ton per mile hauled, . . . . .		.940 cents.
Freight earnings per mile of road operated,		\$11,223 33.529
Freight earnings per freight-train mile run,		1 34.424
Operating expenses :		
Operating expenses per mile of road operated,		15,959 59.633
Operating expenses per revenue-train mile run,		94.1997 cents.
Train mileage :		
Miles run by passenger trains,		3,113,593
Miles run by freight trains,		2,317,966
Total mileage of trains earning revenue,		5,431,559
Miles run by switching trains,		1,153,572
Miles run by construction and other trains,		312,642
Total train mileage,		6,897,773
Fares and freights :		
Average rate of fare per mile on local tickets,		1.813 cents.
Average rate of fare per mile on commutation tickets,		1.121 "
Average rate of fare per mile on mileage tickets,		2.000 "
Average rate of fare per mile on season tickets, . . . . .		.580 "
Average rate of fare per mile on joint tickets,		1.962 "
Average rate of freight per ton mile on local way-bill,		1.360 "
Average rate of freight per ton mile on joint way-bill, . . . . .		.650 "

Passengers to and from Boston :	
Number of passengers (including season-ticket) to Boston,	8,936,873
Number of passengers (including season-ticket) from Boston,	8,990,085
Season-ticket passengers to and from Boston,	732,224
Employees :	
Average number of persons employed,	5,381

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.				
ROLLING STOCK.				
LOCOMOTIVES.				
Passenger,	84	84	Lbs. 193,500	Lbs. 160,000
Freight,	120	120	211,560	180,000
Switching, etc.,	38	38	171,000	137,400
TOTAL,	242	242	-	-

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler.
CARS — PASSENGER SERVICE.				
Passenger cars,	250	250	250	Buhoup 6, Trojan 31, Miller 213. Miller 46. Gould 2, Miller 1. Buhoup 4, Miller 4. Miller 3. Buhoup 2, Miller 23, Trojan 30.
Combination cars,	46	46	46	
Dining cars,	3	3	3	
Parlor cars,	8	8	8	
Sleeping cars,	3	3	3	
Baggage, express and mail cars,	60	60	60	
TOTAL,	*370	370	370	
CARS — FREIGHT SERVICE.				
Box cars,	3,610	2,530	3,590	Gould 1, Dowling 215, Thurmond 204, Trojan 3, 170. Dowling 2, Thurmond 33, Burns 2, Trojan 313.
Flat cars,	355	335	350	
Stock cars,	32	24	-	
Coal cars,	1,674	543	1,654	Dowling 17, Thurmond 39 Burns 4, Trojan 1,594.
Other cars in freight service,	9	3	-	
TOTAL,	6,180	3,490	6,094	
CARS — COMPANY'S SERVICE.				
Officers' and pay cars,	5	5	5	Trojan 1, Miller 4. Empire 29, Park 1, Trojan 30 Trojan. Trojan. Trojan.
Gravel cars,	333	30	60	
Derrick cars,	18	14	2	
Caboose cars,	31	-	69	
Other cars in company's service,	42	19	3	
TOTAL,	534	68	139	

Number of 8-wheel cars in passenger service fitted with brakes for all wheels,	354
Number of 12-wheel cars in passenger service fitted with brakes for all wheels,	21

* And 19.36 per cent of 4 buffet cars, "Boston & Chicago Line."

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	250
Number of crossings of company's railroad by highways above railroad,	115
Number of crossings of company's railroad by highways under railroad,	65
Number of highway crossings at grade protected by gates,	61
Number of highway crossings at grade protected by flagmen,	20
Number of highway crossings at grade protected by electric signals only,	4
Number of highway crossings at grade unprotected,	168
Number of highway grade crossings finally abolished during the year,	5
Number of highway grade crossings now in process of abolition,	13
Number of highway grade crossings for abolition of which petition is pending,	22
Number of highway bridges 18 feet (or more) above track,	62
Number of highway bridges less than 18 feet above track,	58
Height of lowest highway bridge above track,	14.33 feet.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (17 in number), viz: :	
Boston, Old Colony Division, New York, New Haven & Hartford Railroad. South Framingham, Old Colony Division, New York, New Haven & Hartford Railroad. Worcester, Worcester Division, New York, New Haven & Hartford Railroad. Worcester, Norwich & Worcester Division, New England Railroad. South Worcester, Norwich & Worcester Division, New England Railroad. Worcester, Worcester Viaduct Company. Palmer, New London Northern Railroad. Barrett's Junction, New London Northern Railroad. Springfield, New York, New Haven & Hartford Railroad, Boston & Maine Railroad. Westfield, New Haven & Northampton Branch, New York, New Haven & Hartford Railroad. Somerville, Fitchburg Railroad. Eastern Division, Boston & Maine Railroad. Mystic Branch, Boston & Maine Railroad. Main Line, Boston & Maine Railroad. East Boston Branch, Boston & Maine Railroad. Baldwinville, Fitchburg Railroad. Winchendon, Cheshire Railroad.	
Number of above crossings at which interlocking signals are established,	15
Number of crossings under other railroads,	4

NEW BRIDGES BUILT DURING THE YEAR.

Number.	Description of Bridge (if any) Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
97, .	Deck lattice.	Plate girder.	131.17 feet.	R. F. Hawkins.
113A, .	Deck lattice.	Plate girder.	54 feet.	R. F. Hawkins.
35, .	Pile.	Stone arch.	15 feet.	A. C. Richmond.
872, .	Trestle.	Deck lattice.	60.67 feet.	Boston Bridge Works.
406, .	Howe truss.	Through lattice.	122.11 feet.	
407, .	Howe truss.	Plate girder.	106 feet.	

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number.										Description of Work done.
92,	.	.	.	.	.	.	.	.	.	Additional track stringers put in.
227,	.	.	.	.	.	.	.	.	.	Additional track stringers put in.
400,	.	.	.	.	.	.	.	.	.	I beams put in.
421,	.	.	.	.	.	.	.	.	.	I beams put in.
423,	.	.	.	.	.	.	.	.	.	I beams put in.
Bridges eliminated during the year, specifying location and manner: 152, 164, 383 and 386, large cast-iron pipe put in to carry water.										
Total length of pile and trestle bridging (in feet), . . .										8,194.79
MISCELLANEOUS.										
Total length of railroad line operated by the company, . .										388.68 miles.
Total length of railroad line operated in Massachusetts, . .										832.05 "
Total length of railroad track (computed as single track) operated by the company, . . .										902.61 "
Total length of railroad track (computed as single track) operated in Massachusetts, . . .										770.20 "
Total length of track now laid with steel rails on same, .										556.84 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	2	1	8	1	10	1	10
Employees, .	-	41	8	120	8	161	9	177
Other persons,	-	2	50	37	50	39	52	48
TOTAL, .	-	45	59	165	59	210	62	235

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1895. — Taylor, Herbert (a boy): while train No. 657 was between Arlington and Spruce streets, Chelsea, this boy was in some way struck by some part of the train and his brains knocked out, killing him instantly. There were no witnesses, and exact cause of accident is unknown, but it is supposed he was trying to steal a ride.

July 3. — Unknown man: killed. Body found on track No. 1 by Conductor Hill's west-bound freight train, about one and a half miles west of West Warren station; had evidently been run over by some previous train.

July 4. — Unknown man: passing between cars while freight train was at crossing east of South Framingham station, got his foot caught and crushed between draw-bars.

July 5. — McGlashen, Robert H.: got off train No. 79 at Wellesley Farms and started to walk alongside of train; just after train started he fell, and rear truck of rear car passed over his neck, killing him.

July 6. — Howe, H. H., freight brakeman: finger bruised; caught between draw-bars while coupling cars in Worcester yard.

July 12 — Stone, — (a child): came up bank just east of dry bridge, West Springfield yard, and got on track; was struck by light engine No. 243 and thrown down the bank; died of injuries.

July 16. — Blute, Patrick: jumped from train No. 61 before it had stopped, at Newton, and fell; was unconscious when picked up and had cut over his eye; he was intoxicated.

July 17. — Cavanaugh, D., freight brakeman: head slightly bruised. He was getting up on a high circus car, at Palmer, and his head came in contact with bridge, knocking him down on car.

July 17. — Faldon, L. E., yard brakeman: getting off car at Springfield freight yard; side step was gone, and Faldon claims he fell to the ground, hurting his hip; surgeon could find no evidence of injury.

July 18. — Segreve, Thos., of Newton, Mass.: cut on side of head and face scratched. Found beside track, about three hundred feet east of Auburndale station; says he took train from Boston, but has no recollection of getting off; was under influence of liquor.

July 22. — Brown, Thomas, trespasser: found on track at Chestnut Street bridge, Springfield, at 8.30 p.m., with both legs run over; taken to City Hospital; died at midnight.

July 22. — Norton, Patrick, freight conductor: hand bruised by getting caught between draw-bars while coupling cars at West Springfield yard.

July 22. — Unknown man: face scratched and trousers torn. After train No. 76 had started from Huntington Avenue, this man jumped or fell from train.

July 24. — Beck, Mrs. Caroline A., passenger: she was standing as train was entering South Framingham station, and claims that it stopped so suddenly that she was thrown to the floor, hurting her hip.

July 25. — Unknown man: found dead at Arch Street bridge, Worcester, by train No. 66; body taken to North Grafton.

July 26. — Unknown man: an east-bound freight train (engine No. 100) broke apart at Millbury Junction, and when men got off to couple together they found this man beside the track; put him in caboose to take him to North Grafton, but he died before they reached there. It is supposed he was stealing a ride, and when train separated he was thrown against switch frame.

July 27. — Unknown man: killed. As switcher No. 37 was putting an express car into No. 1 house, Boston, at 9.40 p.m., they found the body of this man on track; had been dead some time when found.

July 27. — Bates, G. C., yard brakeman: slightly bruised by being thrown against brake railing by engine pushing cars together while switching in Worcester yard.

July 27. — Collins, Joseph, brakeman, gravel train: getting on train as it was crossing from north to south track at Washington, slipped and fell, bruising his leg.

August 2. — McLean, W. H., yard brakeman: back and hip hurt. Riding L. V. car No. 34133 onto track No. 26; brake wheel came off and he fell to the ground, striking on his back and hip.

August 3. — Furey, Patrick, trespasser: walking on track about fifty yards west of Plymouth Street crossing, Worcester, and was struck on shoulder by engine of train No. 50, bruising his arm and head.

August 7. — Unknown man: struck and killed by train No. 64 while walking on track at Natick.

August 7. — Gibson, R. B., freight brakeman: badly hurt about the head and shoulders. Getting on train at Charlton, he was struck by car on next track and thrown to the ground.

August 10. — Morrison, J., passenger brakeman: face and hands scratched and body bruised. Opened door of baggage car as train No. 82 was passing Warren, jammed his finger, fainted and fell from train.

August 11. — Cole, A. S., freight brakeman: complained of pain in his back and side. Was in caboose, eating his dinner, and when about one and one-half miles west of Westfield, air hose burst and he was thrown against sink in caboose.

August 11. — Robertson, Stephen, trespasser: both legs cut off, head cut and bruised; died from injuries. As train was standing at Plymouth Street crossing, Worcester, he attempted to pass between the cars; just as he did so the train started and he fell between cars; gates were down at the time.

August 12. — Unknown man, Italian tramp: got on a freight train as it was leaving Natick, and jumped off about a mile west of there. Was seen later walking down track with a handkerchief around his hand and his face scratched.

August 13. — Sherwin, A. R., freight brakeman: fingers on right hand crushed by getting caught between pin and dead-wood while coupling at Cottage Farm.

August 14. — Ashton, Arthur, freight brakeman: fell from train at Washington and was run over; died in about twenty minutes.

August 15. — McCoole, J., trespasser: stealing a ride, and was struck and his head cut by overhead bridge between Wellesley and Auburndale.

August 17. — Doyle, —, of Newton: passenger on train No. 147; said he heard brakeman calling West Newton, and got off train at Columbus Avenue, and, finding that he was not at West Newton, attempted to get on train and fell, shaking him up quite badly.

August 20. — Jennings, John, freight conductor: shoulder and side hurt; bruised. Going into North Adams Junction, he was standing on rear platform of caboose, looking ahead to see if men cut off caboose and two cars, when the knuckle in third car from engine broke, the air went on suddenly and Jennings was thrown against caboose, then onto the ground, striking a tie.

August 21. — Malbeuf, L., freight brakeman: legs and right arm bruised. Electric car wire at Main Street crossing, Natick, was so low that it would not clear a man on top of train, and Malbeuf was caught by the wire around the legs and rolled on top of car.

August 21. — McNamara, William, trespasser: face cut and scalp wound. Engine No. 13 was putting a train into depot at Boston; this man was near tower No. 1, and was struck by the cars; he appeared to be under the influence of liquor.

August 26. — Markham, H., yard brakeman: finger crushed by getting caught between link and draw-bar while coupling at Boston.

August 27. — Rainey, A. L., freight brakeman: hips slightly bruised by getting caught between engine and dead-wood of car while coupling at Palmer.

August 27. — Russell, John, laborer: foot slightly bruised. Getting on construction train at Ashland, put his feet on draw-bars; his right foot slipped in behind the back casting and train started before he could get it out.

August 28. — Lamere, O. H., trespasser: was walking on the track about three-fourths mile west of Worcester, and when train No. 54 was within about a car length of him he stepped in front of the engine and was struck and killed; bell was ringing.

August 28. — Parks, John, yard brakeman: while coming from Back Bay to upper yard, Boston, he was struck by Tremont Street bridge, receiving a scalp wound.

August 28. — Chymist, C., freight brakeman: getting off train while it was in motion at South Framingham yard, his foot slipped through the side step of C., A. & C. car No. 10506, and he fell to the ground, breaking his leg.

August 30. — Hoppen, Charles, freight brakeman: legs bruised and back strained. Getting up on car Mid. Line No. 28359, side grab-handle came off and he fell to the ground.

August 31. — O'Neill, Thomas, trespasser: walking on track about one-half mile west of Ashland station with Miss Emma Hughes, when they were struck by a freight train and thrown into the ditch; O'Neill was instantly killed, Miss Hughes not injured.

September 3. — Seals, J. H., yard brakeman: ribs and spine injured, complained of sore back. Was on ladder of N. Y. C. car, reaching over to uncouple two Gould couplers with lever, and came in contact with a semaphore post between tracks 1 and 6, west end of Cottage Farm yard.

September 4. — Forsburg, A., freight brakeman: while switching at Warren he was standing on footboard of engine, holding onto flagstaff iron, which pulled out, and he fell across rail, on his side.

September 5. — Miller, Joseph H.: attempted to cross tracks at Main Street crossing, Russell, ahead of train No. 28, and was struck and killed; he was under the influence of liquor.

September 7. — Keary, John J., of Troy, N. Y.: riding a bicycle on the railroad between Washington and Becket, got off and stepped on track No. 2 to avoid a west-bound freight train, was struck and killed by train No. 42.

September 12. — Wascott, George, brakeman: coupling engine to train at Newton Lower Falls, got his hand caught; first finger of right hand hurt.

September 12. — Tebo, Joseph, yard brakeman: right foot bruised. Riding a car loaded with rails, and when cars struck the rails moved and caught his foot between rails and brake-dog.

September 13. — Unknown man: just after a west-bound freight train had passed, he started to cross tracks and was struck and killed by train No. 606. Accident happened at Walker's Grove, Natick.

September 13. — Hayes, M.: light engine No. 224 was following train out of Boston depot; this man attempted to cross tracks ahead of it, was run over and killed.

September 13. — Unknown man: killed. Body found on track No. 2 at North Adams Junction by a freight-train crew; cold when found.

September 14. — McDonald, Patrick, section man: one finger broken and hand hurt. Section men had hand car hitched to caboose, and when train stopped at Rochdale, hand car shoved under end of caboose, catching his hand.

September 14. — O'Hara, Michael, foreman stock yard: bad cut over left eye and left hip bruised. Got onto car to ride to abattoir at Brighton; engine switching made a short stop, O'Hara lost his balance and fell to the ground.

September 14. — Griffin, John, of Brighton: jumped from train No. 202 before it had stopped at Boston, fell on platform and cut his chin.

September 16. — Borges, Manuel (a boy): stealing a ride on a freight train, fell off at East Cambridge and had his right arm cut off at the shoulder.

September 17. — Gagnon, E., freight brakeman: killed. Was missed from train when it arrived at Palmer; train men went back to look for him, and found his body about one-fourth mile west of Indian Orchard station, lying between the rails of track No. 2.

September 18. — Miller, William E.; Cronin, Cornelius, trespassers: stealing a ride on top of cars of passenger train No. 63, and were brushed off by overhead bridge near tower No. 7, Boston; they were taken to the hospital, where Miller died; Cronin is suffering from concussion of the brain; recovery doubtful.

September 20. — Dissauer, Mrs.: crossing track ahead of train No. 488 in deep cut one-third mile north of Maple Grove; did not quite clear cylinder of engine, was struck on the head and instantly killed.

September 21. — Mowrey, F., engineer: extra freight train, Mowrey engineer, ran into the rear end of the Worcester local which was standing under Auburndale bridge; Mowrey jumped from his engine, skinned his face and sprained his thumb.

September 21. — Coughlin, M., freight conductor: as train was about one-half mile west of Washington, engineer saw some cattle on track, applied air brake suddenly, and Coughlin, who was standing in caboose, was thrown through doorway, striking railing of caboose, hurting his side.

September 23. — Bemis, Julius E.: while driving over "Hyde's crossing," just east of Brookfield station, the team was struck by train No. 19, and Bemis and his horse were killed.

September 24. — Tootelain, Larkin, trespasser: engineer says when he first saw this man he was on track No. 1, and that he saw him cross over onto track No. 2; fireman says that just before the train reached him he stepped on track directly in front of engine, was struck and killed. Accident happened at South Worcester.

September 25. — Moore, Hans, of New York: switching engine No. 13 was backing down track No. 1 at Boston, and when under Washington Street bridge this man, who was running toward engine, was struck by molding of tender, turning him around; then he fell to the ground; understand he went to hospital for treatment.

September 27. — Unknown man: unconscious, and cut on head; struck by freight train near Hammond Street crossing, South Worcester.

September 27. — Driscoll, Patrick, laborer: while unloading stone on dump at Natick, the car he was on was moved by train coming against it, and he was thrown against end of car, hurting his side and hip.

September 27. — Demary, E. E., freight brakeman: finger on left hand crushed by getting caught while coupling cars at Worcester.

October 1. — Trudeau, L., freight brakeman: index finger of left hand crushed by getting caught between head of pin and draw-casting on engine, while pulling pin, at Milford.

October 2. — Cantwell, Patrick, yard brakeman: left hand crushed so that it had to be amputated; caught between bunters while coupling at West Springfield yard.

October 3. — O'Toole, John, freight conductor: flesh wound in head. Standing on end of a dump car at Natick Pond, chain broke and car tipped over, throwing him off.

October 4. — Collins, Edward, of Cordaville: foot crushed. Says he got on a freight train at South Framingham, and in jumping off at Ashland his foot was caught under wheel of car.

October 5. — Unknown man: walking on track about a mile east of Middlefield, was struck and killed by engine No. 100. Accident happened at 1.50 A. M.

October 5. — Evans, J., yard brakeman: as train was going from upper yard to Back Bay, Boston, Evans was going down side ladder of a car and was struck by signal post between bridges No. 11 and No. 12 and thrown off, bruising him about the head and side.

October 5. — San Louis, J., freight brakeman: claims that while switching at Westfield dog did not hold, brake flew off and hurt his wrist.

October 6. — Andrews, Joseph B., stock drover: standing in caboose at Brighton, engineer applied air brake and Andrews was thrown against door casing, hurting his hip.

October 8. — Smith, W. H., freight brakeman: knee hurt. Jumping on engine while it was in motion at Brookfield, missed his hold and fell, striking his knee on the end of a sleeper.

October 10. — Tanguay, Philip, freight brakeman: two fingers of right hand crushed by getting caught while coupling cars at South Framingham.

October 10. — McDermot, William, yard brakeman: after cutting apart two cars with Trojan draw-bars, he was closing knuckle, when cars came together, caught his right hand and crushed it. Accident happened in Back Bay yard, Boston.

October 11. — Desloury, W., freight brakeman: as train was leaving Chester a pin broke, train separated, and when the two sections came together Desloury was thrown against sink in caboose, hurting his head slightly.

October 12. — Curley, John, yard brakeman: back and legs bruised. He jumped from a coach coming east on track No. 2 at No. 82 switch, Boston, fell between platform and rail and was struck by one of the trucks of the car.

October 13. — Boyce, B. L., freight brakeman: making up train in West Springfield yard, 2.30 P. M.; engine was backing down on track No. 5; Boyce was walking on same track and was struck by engine, which passed over him, injuring him so that he died at 10.30.

October 14. — Bates, A. B., freight brakeman: back wrenched. Claims that while switching in the West Springfield yard a brake which he was setting up flew off; says he did not pay any attention to it at the time.

October 14. — Haggard, Katherine: stepped from train No. 51 before it had stopped at Wellesley, and fell, receiving a flesh wound on the heel.

October 17. — Bennett, O. L., freight brakeman: going down side ladder of B. & A. car No. 5821 at Brookfield, bottom round broke, letting him fall against corner of car, hurting his hip.

October 17. — Twitchell, E. C., trespasser: engine of train No. 651 cut off east of new yard, East Boston, so as to pick up cars at new yard. Twitchell stepped in front of cut-off portion of train, was struck, thrown to the ground and his collar bone broken.

October 18. — Keep, James, of Southbridge: left foot crushed, right knee cut. This man was found leaning against tower No. 22, South Framingham, at 6.45 P.M.; apparently had been injured by some train or engine.

October 20. — Longley, —: jumped from rear car of train No. 108 as it was passing through Worcester yard, and fell to the ground; extent of injury not known.

October 21. — Unknown man: jumped from train No. 89 between Columbus Avenue and Providence crossing, and fell; extent of injury not known.

October 23. — O'Leary, Daniel, trespasser: hurt about the head; extent of injury not known. Tried to get on caboose of train No. 654 at Somerville Avenue crossing, Somerville, missed his hold and was thrown to the ground.

October 24. — Kelley, T. J., freight brakeman: was about to go down end of car in West Springfield yard, and just as he stooped over his foot slipped and he fell to the ground, bruising his right side and shoulder.

October 25. — Unknown man: badly cut and bruised about the head. He stepped off the rear end of smoking car of train No. 60 before it had stopped at South Framingham, and fell between curbing and rail.

October 27. — Harris, C., freight brakeman: air hose burst, and sudden application of brake threw Harris against end of caboose, hurting his side. Accident happened at Mittineague.

October 27. — Walbridge, B., yard brakeman: forefinger of left hand split open by getting caught while coupling cars on wharf track, Boston.

October 28. — Ross, B. B., freight brakeman: while getting down side ladder of car at Brookline Junction to pull pin he was struck by signal post No. 22, hurting his shoulder.

October 29. — Edgley, Isaac, freight brakeman: air hose burst, train separated; then the two sections came together, and Edgley, who was in cupola of caboose, fell to the floor, spraining his ankle. Accident happened near West Brimfield.

October 29. — Carlin, H., freight brakeman: fingers of left hand jammed so that three of them had to be amputated. Caught between draw-bars while coupling at South Spencer.

October 29. — Gifford, E. B., freight brakeman: train was backing off at Warren; engineer applied air brake, Gifford lost his balance and fell between cars to ground; complained of right hip and foot.

October 29. — Perkins, A., yard brakeman: while train was switching in Back Bay yard, Boston, Perkins was found dead on the track; none of the train men saw the accident.

October 30. — Sullivan, P. J., yard brakeman: left hand crushed by getting caught while coupling cars in West Springfield yard.

November 1. — McGraw, J., yard brakeman: two fingers of right hand jammed by getting caught while coupling cars at East Cambridge.

November 2. — King, John, laborer: foot jammed. While dumping gravel at Natick Pond, he was crossing between engine and car, and his foot slipped and was caught between coupling.

November 3. — Loughlin, M. B., yard brakeman: right foot hurt. Engine got off track in Worcester yard and caught Loughlin's foot between guard rail and foot board.

November 4. — O'Donnell, M., freight brakeman: getting on train in West Springfield yard, stood on end sill of a coal car; engine started to back up, he

lost his balance, put his foot between draw-bars to avoid falling and got it caught, squeezing his heel.

November 4. — Unknown man: killed. Switch engine No. 29 pulled four cars from wharf track adjoining oil platform at Boston and threw three of them back on same track; shortly afterward the body of this man was found on track, having been run over. Supposed to have come from under oil platform as cars were thrown in.

November 5. — Munson, H., freight brakeman: was going from Webster to Webster Junction to take a train of coal from there; Munson was told to go on train No. 402 and get off at West Auburn, but instead of doing so he jumped from train as it was passing the junction and fell, straining his shoulder and hurting his face.

November 5. — Warren, Johanna: hip and elbow hurt, nose bleeding. Switch engine No. 5 with three cars was coming from the new yard at East Boston; this woman attempted to cross Marginal Street ahead of engine, was struck and knocked down.

November 6 — Unknown man: arm crushed and head cut. Tried to get on a moving freight train on Grafton hill and fell, his arm going under the wheels.

November 8. — Stacey, George, freight brakeman: train separated, then the two sections came together; Stacey was standing with his right foot on edge of running board, and when cars came together it turned over, wrenching his ankle. Accident happened near Three Rivers.

November 8. — Haley, Wm., a tramp: was walking on track, about a mile and a quarter east of Middlefield, was struck by engine No. 157 and injured so that he died the next night.

November 9. — Fogarty, John; Hoar, Patrick, section men: badly bruised and otherwise injured. These men were assisting in loading parts of old turn table at West Springfield yard, when some cars were backed down the track against the car they were working on, and the casting, being lifted by steam derrick, fell against them.

November 9. — Goodwin, Geo. W., trespasser: foot crushed by getting caught between draw-bars while stealing a ride on a freight train on Grand Junction Branch, near Carey Cut.

November 9. — Fairbanks, W. H., freight brakeman: going down side ladder of car in Worcester to pull pin, he was struck by small building near tower No. 26 and thrown against the flag staff and cylinder, then to the ground, severely bruising him about the face and body.

November 10. — Sweeney, Thos., freight conductor: train separated one mile east of Dalton on account of pusher engine blowing out cylinder head, and cars ran back against pusher: Sweeney was going out of caboose, put out his hand to save himself from falling and it went through glass in door, cutting his wrist.

November 14. — Mullin, James, yard brakeman: two fingers of right hand hurt by getting caught while coupling cars in Allston yard.

November 14. — Grace, Wm., yard brakeman: cut under chin about an inch and a quarter long, also complained of injury to back and abdomen; says that in turning around to give engineer a motion his heel caught on a nail or board in roof of car, causing him to lose his balance so that he fell off car, striking his chin on a rail. Accident happened in new yard, East Boston.

November 15. — Goodwin, James, freight brakeman: bone in right hand crushed by getting caught between dead-woods while coupling cars in West Springfield yard.

November 17. — Connelly, Matthew, trespasser: leg cut off. Stealing a ride on a freight train; supposed to have got on at Pittsfield and jumped or fell off at North Adams Junction, and his leg was run over.

November 18. — Marra, Mrs. Wm.: killed. Body was found by a freight train crew about three-fourths mile west of Hinsdale station, at 1.05 A.M.; body was cold when found.

November 18. — Cornine, E. J., freight brakeman: finger jammed by getting caught while coupling cars at Warren.

November 19. — Eldredge, R. H., of Cherry Valley, N. Y.: bad scalp wound and back hurt. Walking track; stepped between tracks while a freight train was going east and train No. 23 was going west, and was struck by steps of coach on train No. 23.

November 20. — Lombard, F. L., of North Brookfield; killed. Walking on track, and was struck by train No. 66 near thirty-third mile post.

November 20. — Dufresne, Fred: foot jammed. Attempted to get on a moving freight train at West Warren and fell between train and station platform; he was under the influence of liquor.

November 20. — Broderick, Chas. E., passenger: skull fractured; died at City Hospital at 9 P.M. Was on rear platform of rear car of train No. 145, leaning over gate to look up track, and was struck by signal post between Cottage Farm and Allston.

November 21. — Unknown man: walking between tracks about a mile west of Natick, and just before train No. 241 reached him he stepped on track No. 1, was struck and killed.

November 23. — Bacon, T. E., freight brakeman: squeezed about the chest by getting caught while making a coupling between engine and head car at Warren.

November 26. — Hennessey, A., freight brakeman: end of little finger split by getting caught between draw-bars while coupling engine to caboose at Worcester.

November 29. — Morrison, J., passenger brakeman: two fingers of left hand jammed. Was under rear car, examining steam valve, at Worcester, when engineer backed train about a foot; Morrison took hold of brake rod support, and when engineer applied brake the lever caught his hand.

November 29. — Smith, Dwight: tried to get on train No. 8 after it had started at Wellesley Hills; he caught hold of railing of rear car and was dragged about twenty-five feet between station platform and rail, bruising him slightly.

November 29. — Beals, W., freight brakeman: hip injured; caught between draw-bars while coupling engine and car at Westfield.

December 1. — Lord, L. J., yard brakeman: left elbow injured by getting caught between dead-woods while coupling at Worcester.

December 5. — Ross, —, of Newtonville; Robinson, E. G., baggage master: train No. 170 was run into Boston station on track No. 2, on which train No. 36 (empty) was standing, and engineer did not notice mistake until too late to prevent a slight collision. Mr. Ross's injuries consisted of slight contusions on the body and a severe nervous shock; Robinson received several severe contusions on the body and head; was unable to attend to his duties for two days.

December 6. — Kelley, Joseph, freight brakeman: head badly bruised and scalp wound. When last seen by conductor he was standing on head car; he was afterward found on a car of coal; supposed to have been struck by bridge No. 53 or No. 54.

December 6. — McClintock, C. M., yard brakeman: left hand crushed by getting caught between dead-woods while coupling cars at old yard, East Boston.

December 7. — Kelly, J. F., car cleaner: finger bruised and torn while helping uncouple car that had a broken hook chain. Accident happened in milk shed, Boston.

December 7. — Haynes, W., freight brakeman: little finger crushed. Was pulling pin on caboose in West Springfield yard, and his finger was caught between cross-beam of caboose and the pin.

December 8. — Unknown man: killed. Body was found by train No. 37, one and a quarter miles west of Pittsfield, at 12.25 A.M.; body was cold when found.

December 9. — Brodash, Steve, Italian laborer: struck and killed by train No. 50, while walking on track near Natick.

December 10. — Murphy, E. H., brakeman: thumb broken by getting caught while coupling engine to passenger car at Riverside.

December 11. — Collins, M., yard brakeman: two fingers of left hand bruised by getting caught while coupling engine to car at East Boston.

December 13. — Martin, Ralph, of Savoy, Mass. (blind): he was in a wagon with a boy about fourteen years of age, who was driving, and as they were going over Park Street crossing, Adams, the wagon was struck by engine of train No. 488 and occupants thrown out. Martin struck a fence post and was killed; the boy was not injured. Flagman was on duty and tried to prevent team going onto crossing, but was unable to do so.

December 17. — Murphy, Leon T., yard brakeman: left arm crushed near the wrist by getting caught between dead-woods while coupling cars at East Boston.

December 18. — Marvin, A. B., freight conductor: scalp wound and contusions of arm and body. Was riding a car from shoe shop to main track at Ashland, and was struck either by signal box or switch stand on cross-over from No. 1 to No. 2 track; was holding onto ladder, with one foot on step, when struck.

December 19. — Gaffney, Thos., freight brakeman: thrown from car by slack of train at West Newton; struck on his feet, spraining his ankle

December 19. — Brosnan, Jerry, yard brakeman: foot hurt. Going down ladder of car in Boston yard, lost his hold and caught his foot between draw-bar of car and casting of engine.

December 20. — LaPorte, J. H., freight brakeman: little finger on right hand bruised by getting caught while coupling cars at power house between South Worcester and Jamesville.

December 20. — Chandler, A., freight brakeman: forehead and shoulder bruised. Train separated between two cars equipped with air brakes, and the sudden stopping of train threw Chandler across caboose. Accident happened at Westfield.

December 21. — Howes, Perry, of West Newton, passenger: train No. 96 ran into engine of Boston local freight, which was switching on No. 4 track at Newton freight yard. Howes was in forward end of forward car of train No. 96, and his face was cut by broken glass. Train No. 96 was running very slowly, on account of heavy fog.

December 24. — Mosher, Chas., yard brakeman: hip bruised and wrist wrenched. While switching in Springfield freight yard he was riding two cars down against some others; he partly set the brake, then went to end of

car to see how far he was from the other cars, and just as he did so the car he was on struck a flat car and he was thrown from car, striking a rail.

December 25. — Hunt, F. S., freight brakeman: train separated as it was pulling into Worcester yard, and air brake went on suddenly, throwing Hunt off caboose, spraining his ankle.

December 27. — Lord, S., freight conductor: three ribs dislocated. Thrown against stove in caboose by the bursting of air hose near New Worcester.

December 28. — Heck, G., freight brakeman: elbow pinched by getting caught between dead-woods while coupling at Hinsdale.

December 31. — O'Brien, Michael, trespasser: leg cut off midway between ankle and knee. Attempted to get on a west-bound freight train as it was passing through Pittsfield yard, fell, and his leg was run over.

January 4, 1896. — Gould, W. H., station baggage master: got on side ladder of a car in freight train to ride up to the switch at Gilbertville; was struck by car on side track and knocked off, hurting his shoulder and back.

January 4. — Hayward, H. L., of Springfield: was on train in charge of a horse. At Worcester he was in caboose when train stopped rather suddenly, and he was thrown against seat, bruising his side.

January 7. — Kemp, J. W.: went under crossing gate when it was down, at Natick, was struck by train No. 24 and killed.

January 9. — Camp, John, of Montgomery, Mass.: was driving over Farm crossing about a mile and a half east of Huntington station; team was struck by train No. 10 and Camp was thrown down the bank, bruising him badly.

January 9. — Peters, John, freight brakeman: two-inch cut in scalp on back of head and severe contusion back of ear and left side of neck. When train was one-fourth mile west of West Pittsfield he tripped on running board and fell from top of train.

January 9. — Brown, Thomas, freight brakeman: getting off B. & A. car No. 12791 at Newton Centre, foot strap was bent out of place, he missed his footing and was thrown against rail of track No. 1, badly bruising his left leg and wrenching his hip.

January 9. — Bokelman, H. W., yard conductor: climbing up on B. & A. car No. 5571 at Boston, grab iron pulled off, letting him fall, bruising his side.

January 10. — Ross, B. B., freight brakeman: lip cut and upper teeth loosened. When pin to lever in scraper car was taken out the men failed to hold lever down, and when it flew up it struck Ross in the face. Accident happened at Milford.

January 10. — McDevitt, D. B., yard brakeman: slightly squeezed between stomach and back. Coupling engine to car of lumber in Worcester yard, a piece of plank projected over end of car about a foot, and McDevitt was caught between this plank and the engine.

January 10. — Malley, L., yard brakeman: body badly bruised. Was lying down on top of a high car as train was pulling out of Back Bay yard, Boston, to track No. 4, and he was rolled by bridge No. 18.

January 15. Unknown man: killed. Body was found between tracks No. 1 and No. 2, about five hundred feet west of Millbury Junction, by train No. 168, at 11.25 P.M.; probably killed by train No. 60, as blood stains were found on the engine of that train on arrival at Boston.

January 16. — Dewey, Elwin, freight brakeman: cut on nose and forehead. Was about to go out of caboose, near West Brimfield, when the sudden appli-

cation of the air brake threw him against the door of caboose, and his face went through the glass.

January 20. — Walsh, Wm., yard conductor: was in the act of getting on Morris refrigerator car No. 5988, in Springfield freight yard, when the grab pulled out and let him fall, striking on rail of next track, hurting his knee.

January 21. — Kelley, T. J., freight brakeman: both legs and left arm bruised; skin off in several places. Was going down ladder of car at Washington when train separated and air brake went on suddenly, throwing him from the car to the ground.

January 21. — Logan, John, of Highlandville: right foot crushed, left leg cut off below the knee; died from injuries. Tried to get on train No. 205 after it had started, at Newton Highlands, and fell under the wheels.

January 22. — Lighthall, J., freight brakeman: right hand bruised by getting caught while coupling cars in West Newton freight yard.

January 23. — Unknown man: killed. This man started to cross the track ahead of train No. 204, then turned to go back and was struck by engine. His skull was fractured, one hand crushed and one foot cut off. Accident happened at bridge No. 1, Boston yard.

January 25. — Unknown man: killed. Body was found lying on track No. 2, at Wellesley Farms, at 6.40 A.M., by a west-bound freight train; body was cold when found.

January 27. — Cornine, E. J., freight brakeman: as train was pulling off turnout at Charlton, he was struck by bridge No. 78, receiving a small cut in the scalp.

January 28. — Flaherty, Martin; Smith, Chas. A., brakemen on construction train: Flaherty was injured about the legs and thigh, and Smith's thigh was broken. Making a run of cars at new location, Natick, and brakeman had difficulty in pulling pin. When he succeeded, they were too close to allow the switchman to throw the switch. He, however, attempted to do so, and the result was that the engine went off the track and the cars ran against it.

January 29. — Marcott, H., freight brakeman: leaving a car with automatic coupler at Westfield, he was holding up the pin with the lever; engine started ahead and the knuckle flew out and fell on Marcott's foot, bruising it badly.

February 1. — Bacon, F. E., freight brakeman: two fingers of right hand smashed and right hip squeezed, by getting caught between draw-bars while coupling engine to car in Worcester yard.

February 2. — LaPorte, J., freight brakeman: cut in head about three inches long. Was leaning over the side of car, and was struck by brace of bridge at South Worcester.

February 2. — Clow, Wm., freight brakeman: while making up train at North Adams Junction, engine with ten or twelve cars was backing down on track No. 5, where caboose was standing; Clow was on narrow platform of rear car. When within six or seven feet of caboose, engineer took slack of train, which caused Clow to be thrown off between car and caboose, wrenching his arm and shoulder.

February 3. — Vernet, Isaac, of Ludlow: he lay between the rail and guard timber, on "Indian Leap" bridge, to avoid train No. 475; he raised his head just as rear car was passing, and the step struck him, cutting a gash six inches long.

February 4. — Kiley, John W., brakeman, gravel train: was struck by post of automatic signal, east of Brighton, and thrown from the train to the

ground; he was sent to the hospital, where they report extent of injury unknown, but fear concussion of brain.

February 4. — Maroney, T., freight brakeman: going from rear to head end, to leave cars at North Grafton, he slipped and fell off, spraining his thumb.

February 7. — Unknown man: killed. Was running between tracks No. 2 and No. 3, at Auburndale, and was struck by bunter beam of engine of train No. 36, and thrown over onto track No. 3.

February 8. — Monahan, C., freight brakeman: after making a coupling in Worcester yard he was stepping out from between the cars; a brake beam caught his heel and doubled his foot up.

February 10. — Donnelly, J., freight brakeman: nose and lip cut. Backing off a box car, at Spring Street, Natlck, and one of the guys that a contractor had over the track struck him.

February 18. — Thompson, W. A., freight brakeman: pulling five cars off side track at Jamesville; he was standing on the rear car (a coal car). Pin broke between this car and the next; when the others stopped this one ran against them, and when it struck it threw him into the hopper of car, hurting his back.

February 19. — Cripps, Wm, freight handler: collar bone cracked; side and hip hurt. Some cars thrown in on freight house track, South Framingham, struck a car Cripps was working in, and a bale of waste weighing one hundred and fifty pounds fell against him.

February 22. — Riley, P., freight brakeman: several teeth loosened by being struck by tell-tale at Aspinwall Street, Brookline, while switching.

February 25. — Hennessey, M., freight brakeman: left side of head bruised and left wrist bruised and sprained. When train was near forty-second mile post, Hennessey was getting down out of cupola of caboose; the air brake was applied suddenly, causing him to lose his hold, and he fell to the floor, striking the stove.

February 28. — Kelliher, John, yard brakeman: tips of two fingers of left hand taken off by getting caught between draw-bars while coupling cars in Springfield freight yard.

February 28. — Callahan, Edward, of Worcester: left arm run over and left side of head bruised. Fell while trying to get on a moving freight train at South Framingham.

March 3. — Gondreau, Frank, freight brakeman: left hand crushed by getting caught between draw-bars while coupling forward end of engine to a car at Milford.

March 8. — Desloury, Chas., trespasser: both legs and one arm run over, and head cut; died next day. Tried to get on a freight train as it was passing Mittineague station, and fell under the wheels.

March 9. — Clay, Daniel L, freight brakeman: killed. Train had just arrived at West Springfield yard and was backing off; Clay was missed by train men, and upon search being made, his body, badly mangled, was found under the train. So far as known, no one witnessed the accident.

March 10. — Parmenter, Alex. J., yard brakeman: collar bone and shoulder hurt. Lost his balance and fell from car, striking steam chest of engine. Accident happened at East Boston.

March 12. — Hyde, C. F., brakeman: finger pinched by getting caught while coupling engine to car at South Framingham.

March 16. — Brennan, J. F., freight brakeman: body bruised, collar bone broken and left shoulder sprained. While backing five cars onto turn-out at North Wilbraham the engineer applied brake; cars did not separate from train, and the sudden stop threw Brennan from top of car to the ground; car passed over, rolling him over and over. He was dragged three or four car lengths by holding onto the brake.

March 16. — O'Connell, Jeremiah, section man: killed. While clearing snow from switches near tower No. 26, Worcester, it is supposed he was run over by engine No. 159, coming from a coal pile.

March 16. — Donovan, John, of West Stockbridge: while walking on track about seventy-five rods west of second crossing west of Pittsfield, he was struck and killed by train No. 14. There was a heavy snow storm at the time and window of cab was covered with snow.

March 17. — Hannon, D. P., freight brakeman: thumb bruised by getting caught between pin and dead-wood while coupling cars in West Springfield yard.

March 17. — Gibson, R. B., freight brakeman: arm hurt. When caboose was kicked off in Worcester yard the brake chain broke, and caboose struck cars on track No. 6, throwing Gibson down.

March 19. — Howe, G. W., freight conductor; Crosby, P. F., freight brakeman: Howe injured about the back and legs and Crosby about the legs. Train separated at Cottage Farm, and when the two sections came together these men were thrown from the cars to the ground.

March 21. — Pratt, C. M., of Lynn, Mass.: scalp wound on left side of forehead. Found on track No. 3, about one hundred and fifty feet outside of train shed, Boston, lying beside platform.

March 24. — Conlin, Thos., yard brakeman: forefinger of right hand jammed by getting caught between pin and bunter while uncoupling car from engine in passenger car yard, Springfield.

March 27. — Langeway, O. F., yard brakeman: arm and shoulder hurt by getting caught between end sills of two cars, while making a coupling at Worcester.

March 27. — Cramer, M. J., freight brakeman; end of finger (right hand) crushed by getting caught between pin and draw-bar while pulling pin at Athol.

March 27. — Blumette, John, of East Brookfield: found at 2.38 A.M. lying beside track under bridge just east of East Brookfield station, by the crew of a freight train. His skull was fractured, left shoulder broken and one side badly bruised; he died at 4 o'clock the same morning. When found, his body was cold and blood on his head was dry.

March 28. — Brennan, F. J., yard conductor: killed. While making up a train on track No. 23 in Boston yard, he was riding three cars in, and when they were within about three feet of other cars on track he jumped from the steps and ran between cars, and his head was caught and crushed by platforms.

March 28. — Bailey, Geo., and team: Bailey's right arm injured, horse's hip and leg hurt, wagon broken. Geo. Bailey and H. Gay, both of South Natick, were on the ground with a team which stood on track west of crossing in Abattoir yard, Brighton, when it was struck by a car which was being moved by switching crew. Both men were intoxicated.

April 1. — Powers, Wm., of Hopkinton, Mass.: right arm cut off, head cut, body bruised and shoulder broken. Lying on track near West Brookfield, and was struck by train No. 109.

April 3. — Barnes, Dwight, fireman: cut on forehead and one tooth broken. Was wetting coal and arranging tools on back of tender as engine was backing down track No. 26 in Boston yard, and was struck in the face by bridge No. 2.

April 4. — Esterbrook, E., freight conductor: third finger of right hand crushed by getting caught while coupling cars in Newtonville yard.

April 8. — Allen, D. D., yard brakeman: left foot bruised. Getting on train while it was in motion in Boston yard, he placed his foot on draw-bar and it was caught by pin.

April 13. — Brady, Wm., freight brakeman: train separated at East Brookfield, on account of a knuckle opening. Brady was running to get to forward end of rear section, when his foot slipped from running-board, his ankle turned and he fell to the ground, hurting his wrist and ankle.

April 15. — Trudeau, L., freight brakeman: head bruised by being struck by cross-beam while riding cars into the freight house at Milford.

April 16. — Acton, P. G., fireman: scalp wound. As engine No. 157 was going to Cottage Farm, he got up on tender to place flag in position, and was struck by bridge No. 5, Boston yard.

April 21. — Reilly, W. C., freight brakeman: right hand badly bruised. While running along by side of train, cutting off cars, at North Adams Junction, his foot slipped on a tile; he put out his hand to save himself from falling and it went between the bunters.

April 25. — Unknown man: killed. Stealing a ride on a freight train; he lost his hat, jumped off to get it and was struck by train No. 42. Accident happened near Ashland.

April 25. — Hudson, John, yard brakeman: finger crushed by getting caught between draw-bars while coupling cars at East Boston.

April 25. — Gaffney, Thos., brakeman on gravel train: first finger of right hand crushed. Was coupling dump cars at Riverside gravel pit and got his finger caught between foot-board and body of car.

April 26. — Murphy, Chas., of Westfield: thumb of right hand taken off. Boarded a west-bound freight train as it was leaving Chester and was knocked off by standard of water tank, his hand going under wheel of car.

April 27. — Sloane, Henry: had just been hired by a foreman to work on the railroad, and was walking on the track at Newton. He crossed over from track No. 1 to track No. 3, and was struck and killed by train No. 123. Bell was ringing and whistle was sounded, but he paid no attention to the warning.

April 28. — Ariani, Louis (four years old): head hurt slightly; left foot injured so it had to be amputated at ankle. Crew of switching engine No. 19 found him lying beside track, south of Bloomingdale road crossing, Worcester.

May 1. — Hill, Chas. H., car carder: index finger of left hand crushed so it had to be amputated, and thumb badly bruised, by getting caught while coupling engine to car at Worcester.

May 3. — Unknown man: killed. Found lying between No. 1 and No. 2 tracks, near forty-first mile post, by crew of engine No. 182; supposed to have been struck by a train.

May 5. — Murphy, —: killed. This man was crossing tracks at tower No. 1, Boston, and was struck by engine of train No. 80.

May 5. — Conti, Frank, of Somerville: cut on right hand, wrist sprained and face bruised. Got on wrong train (No. 69), and when he discovered his mistake, jumped off and fell. Accident happened at Newton Highlands.

May 7. — Donahue, C., yard brakeman: as train was coming out of Harvard Street lumber yard, he stood on a box car with his back to engine, and was struck on head and neck by cross beam over gate.

May 12. — Gillis, J., yard brakeman: hand, face and hip injured by falling to the ground while crossing from one car to another on wharf track, Boston.

May 13. — Finnegan, J., freight brakeman: was going down side ladder of car at Worcester; slack of train caused him to lose his hold, and he fell to the ground, cutting his head and bruising his hip.

May 15. — Lucas, John, freight brakeman: index finger of right hand bruised. Pulling pin as train was backing up at West Brimfield; bunter shoved under and caught his finger between pin and dead-wood.

May 15. — Leonard, C. H., yard brakeman: second finger of left hand crushed by getting caught while coupling cars at Boston depot.

May 16. — Bamber, W., yard brakeman: foot hurt. He stood on foot-board of engine as it was going in on track No. 40 at Back Bay yard, Boston, and his foot was struck by a large timber which lay beside the track.

May 16. — Grossarth, Frank, electric signal man: leg cut in two places. Says "Foot slipped and I fell, and train No. 118 dragged me about twenty feet over the ties."

May 18. — Webster, S. L., freight brakeman: scalp wound and face bruised. Sat on caboose and was struck by Washington Street bridge, Chelsea.

May 19. — Kelly, —: leg cut off. Walking on track, at Albany Street bridge, Boston yard, and was struck by train No. 154. Train No. 159 was passing, and a freight train stood on track No. 16.

May 19. — Flarity, Thos., section man: he was intending to leave train No. 69 at Columbus Avenue, but did not notice when train stopped there; as it was passing Huntington Avenue he jumped off and fell, breaking his arm and bruising his face.

May 19. — Felton, C. (a boy): stealing a ride on a freight train, and jumped off at stone bridge east of Hinsdale, in front of train No. 337; was struck by the engine and his skull fractured; he died about 11 o'clock the same night.

May 20. — Welcome, Jos., of Westfield: concussion of brain. Stealing a ride on freight train, and fell from top of car just east of Westfield station.

May 21. — Bouley, Nelson, switchman: placing cars at freight house at South Spencer, and while applying brake his hand slipped from brake head and he fell to the ground, hurting his back.

May 21. — Italian laborer No. 4: toes of right foot crushed. Trying to get on construction train while it was in motion, at Metcalf's, slipped, and his foot went under the wheel.

May 22. — Goss, Frank, of North Wilbraham: foot cut off. Got on a freight train about two miles east of North Wilbraham, and in getting off, near bridge No. 100, he fell, and wheel of car passed over his foot.

May 23. — Holt, A. E., freight brakeman: thumb crushed by getting caught between draw-bar lever and dead-wood while uncoupling cars at South Spencer.

May 23. — Young, David, freight brakeman: killed. Run over by engine as it was backing up track No. 6, Worcester yard, making up train.

May 25. — Bolder, Geo., freight brakeman: skull fractured, ribs broken and ear torn off. Knocked off car by Shawmut Avenue bridge, Boston.

May 30. — Binitt, Victor, freight brakeman: finger smashed by getting caught while coupling cars at South Framingham.

May 31. — Disley, Morris, of Palmer: struck and killed by train No. 75. Engineer says that when about a mile and a half west of Palmer he saw this man sitting on south rail of track No. 1, bent over as though asleep; he sounded whistle and applied brake, but man did not appear to hear whistle, and engine struck him, throwing him over on track No. 2.

June 2. — Unknown man: killed. Had a bad scalp wound. Body was found near King's brick yard (between Brookfield and East Brookfield) by Conductor Dupont's east-bound freight train, at 3.57 A.M.; cold when found.

June 2. — Gilhooly, J.: killed. Body found by train No. 13, near seventeenth mile post, lying between tracks No. 1 and No. 2; cold and stiff when found.

June 2. — Wilcott, O., freight brakeman: was sitting on side of a freight car, and baggage car of train No. 54 struck his legs, bruising them. Accident happened at Providence crossing, Boston.

June 3. — Murphy, Hugh: head cut, ribs broken and injured internally. Picked up near Brackett's coal yard, Newton, about 6.20 P.M., and taken to hospital, where he died at 9.30 P.M.; he was unable to tell how accident happened.

June 4. — Laporte, J., freight brakeman: hand bruised. End of B. & A. car No. 5842 pulled out at Palmer; Laporte was on the car, and his hand was caught between brake wheel and roof of car.

June 5. — McArthur, Hugh, car repairer: hands bruised, wrists sprained, chest and right thigh injured. Switch engine No. 27 was backing up middle track in Allston shop yard; this man stepped out from behind a car he was repairing on next track and was struck by side of tender of engine.

June 6. — Lotridge, J., freight brakeman: head cut by striking automatic signal as train was pulling up track No. 4 in West Springfield yard.

June 6. — Nichols, Geo., freight brakeman: air hose burst on B. L. S. express car No. 73 at West Brookfield, and Nichols, who was getting down from cupola of caboose, was thrown against door and stove, hurting his back.

June 10. — Woodbury, John A., of Hopkinton: right leg crushed below the knee. Attempted to get on train No. 76 after it had started, at South Framingham, lost his hold and fell on track, and his leg was run over by forward truck of rear car.

June 10. — Kantel, J., engine wiper: running across tracks in Boston yard, and was struck by engine of train No. 34, receiving a bad scalp wound and losing his right foot.

June 11. — Lakin, Harry, yard brakeman: back and hip bruised. After cutting off an empty car from engine, in Springfield freight yard, he stepped off foot-board of engine; did not look to see where car was, and it struck him, knocking him down.

June 13. — Valinsky, John, of Worcester: killed. Crossing tracks at Grafton Street, Worcester, and was struck by train No. 14; gates were down.

June 13. — Archibald, L. E., yard brakeman: left hand crushed by getting caught while coupling cars at East Cambridge.

June 13. — Mahan, C. J., yard brakeman: left hand crushed by getting caught between dead-woods while coupling cars at East Boston.

June 15. — Carpenter, H. R., freight brakeman: a Boston & Maine train backed against B. & A. engine No. 130, at Lowell & Fitchburg Junction, on

Grand Junction Branch; Carpenter, who was on a flat car, was thrown to the ground, hurting his back.

June 17. — Chiqettet, Albert, of Montpelier, Vt.: left leg broken below the knee. Getting on a moving freight train, between Worcester and South Worcester, and struck his leg against oil box of car.

June 23. — Leary, John, freight brakeman: finger crushed by getting caught between pin and casting on engine while pulling pin at West Springfield yard.

June 23. — Millard, L. S., fireman: bruised about the head. Engine cab came in collision with cars on siding in Palmer yard; fireman was caught in coal pit by falling pieces of cab.

June 24. — Brault, Joe, freight brakeman: head cut and leg broken. Fell from top of car while switching in Worcester yard.

June 26. — Unknown man: killed. Struck by engine No. 135 of freight train, while walking on track at Sutton Lane crossing, South Worcester.

June 27. — Marks, W. H., yard brakeman: first two fingers of right hand bruised by getting caught while coupling engine to passenger car at Springfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President*, Boston, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass. Frank H. Ratcliffe, *Assistant Treasurer*, Boston, Mass. Myron E. Barber, *Auditor*, Boston, Mass. Edward D. Hayden, *Clerk of Corporation*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. William R. Robeson, *General Superintendent*, Springfield, Mass. Arthur Mills, *General Traffic Manager*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Henry B. Chapin, *General Freight Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. John Cummings, Woburn, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Chauncey M. Depew, New York, N. Y. Edward B. Gillett, Westfield, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Albert C. Houghton, North Adams, Mass. Jacob C. Rogers, Peabody, Mass. James A. Rumrill, Springfield, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,
EDWARD D. HAYDEN,
EDWARD L. DAVIS,
EDW. B. GILLETT,
SAMUEL HOAR,
ALBERT C. HOUGHTON,
J. A. RUMRILL,
ZENAS CRANE,
JACOB C. ROGERS,

Directors.

C. E. STEVENS,

Treasurer.

WALTER H. BARNES,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 31, 1896. Then personally appeared the above-named William Bliss, Edward D. Hayden, Edward L. Davis, Edw. B. Gillett, Samuel Hoar, Albert C. Houghton, J. A. Rumrill, Zenas Crane, Jacob C. Rogers, C. E. Stevens and Walter H. Barnes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. H. RATCLIFFE,

Justice of the Peace.

RETURN

OF THE

BOSTON & LOWELL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$824,847 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$7,000 00
Interest on funded debt,	864,864 00
Interest and discount on unfunded debts and loans,	2,925 00
TOTAL EXPENSES AND CHARGES,	874,789 00
NET DIVISIBLE INCOME,	\$450,058 00
Dividends declared, 7 per cent,	\$450,058 00
Amount of surplus June 30, 1895,	1,210,663 91
Additions during the year: for premium received from sale of 2,000 shares of stock,	212,500 00
TOTAL SURPLUS JUNE 30, 1896,	\$1,423,163 91

GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.	DR.	
Cost of road,		\$11,754,325 56
Cost of equipment,		838,583 94
Bonds of Central Massachusetts Railroad Co., \$2,000,000 00		
Bonds of St. Johnsbury & Lake Champlain Railroad Company,	895,000 00	
		2,895,000 00
Stock of St. Johnsbury & Lake Champlain Railroad Company,	\$360,470 50	
Stock of Peterborough Railroad Company,	19,860 00	
Stock of Essex Marine Railway Company,	3,725 00	
		384,055 50
TOTAL PERMANENT INVESTMENTS,		\$15,866,965 00

Cash,	\$289,988 34	
Due from solvent companies and individuals,	457,325 59	
Sinking and other special funds,	11,885 86	
TOTAL CASH AND CURRENT ASSETS,		\$759,144 29
TOTAL,		\$16,626,109 29
LIABILITIES. CR.		
Capital stock,		\$6,529,400 00
Funded debt,		8,321,900 00
Current liabilities :		
Dividends not called for,	\$228,550 00	
Matured interest coupons unpaid (including coupons due July 1),	49,431 50	
TOTAL CURRENT LIABILITIES,		277,981 50
Accrued liabilities : interest accrued and not yet due,		61,778 52
Sinking fund for redemption of bonds of Salem & Lowell and Lowell & Lawrence R.R. Cos.,		11,885 86
Profit and loss balance (surplus),		1,423,163 91
TOTAL,		\$16,626,109 29
PROPERTY ACCOUNTS.		
Additions to construction account :		
Grading and masonry,	\$5,114 41	
Bridging,	41,981 07	
Superstructure, including rails,	1,864 02	
Lands, land damages and fences,	224,877 14	
Wharves and wharf property,	89,163 86	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$812,500 00
SINKING FUNDS.		
Amount, June 30, 1895, sinking fund for redemption of bonds,		\$10,988 68
Additions during year,		896 68
TOTAL SINKING FUNDS, JUNE 30, 1896,		\$11,885 86
CAPITAL STOCK.		
Capital stock authorized by law,	\$7,379,400 00	
Capital stock authorized by votes of company,	6,529,400 00	
Capital stock issued and outstanding,		\$6,529,400 00
Number of shares issued and outstanding,	65,294	
Number of stockholders,	2,081	
Number of stockholders in Massachusetts,	1,745	
Amount of stock held in Massachusetts,	\$5,554,100 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Bonds dated July 1, 1876,	6	July 1, 1896,	\$750,000 00	\$45,000 00
Bonds dated July 1, 1879,	5	July 1, 1889,	620,000 00	31,000 00
Bonds dated May 1, 1883,	4½	May 1, 1903,	250,000 00	11,250 00
Bonds dated Sept 1, 1885,	4	Sept. 1, 1905,	500,000 00	20,000 00
Bonds dated Nov. 1, 1886,	4	Nov. 1, 1906,	500,000 00	20,000 00
Bonds dated June 1, 1887,	4	June 1, 1907,	2,000,000 00	80,000 00
Bonds dated July 1, 1887,	4	July 1, 1907,	325,000 00	13,000 00
Bonds dated April 1, 1889,	4	April 1, 1909,	350,000 00	14,000 00
Bonds dated April 1, 1892,	4	April 1, 1932,	1,000,000 00	40,000 00
Bonds dated Feb. 1, 1893,	4	Feb 1, 1913,	1,000,000 00	40,000 00
Bonds dated March 1, 1895,	4	March 1, 1915,	500,000 00	20,000 00
Bonds of Salem & Lowell R.R.,	6	Oct. 1, 1898,	226,900 00	13,614 00
Bonds of Lowell & Lawrence R.R.,	6	Oct. 1, 1897,	200,000 00	12,000 00
Note due Nashua & Lowell R.R. Company,	5	July 1, 1900,	100,000 00	5,000 00
TOTALS, . . . . .	. .	. . . . .	\$8,321,900 00	\$364,864 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	119
Number of crossings of company's railroad by highways above railroad,	49
Number of crossings of company's railroad by highways under railroad,	9
Number of highway crossings at grade protected by gates,	58
Number of highway crossings at grade protected by flagmen,	34
Number of highway crossings at grade unprotected,	27
Number of highway grade crossings finally abolished during the year,	2
Number of highway grade crossings now in process of abolition,	3
Number of highway grade crossings for abolition of which petition is pending,	3
Number of highway bridges 18 feet (or more) above track,	8
Number of highway bridges less than 18 feet above track,	41
Height of lowest highway bridge above track,	14 ft. 9½ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (7 in number), viz. :	
Boston, Mystic Branch and Eastern Division. Boston, Mystic Branch and Western Division. Boston, Mystic Branch and Charlestown Branch and Eastern Division. Boston, Mystic Branch and Grand Junction Railway. Wilmington Junction, Salem & Lowell Branch and Western Division. West Peabody, Salem & Lowell Branch, and Danvers Branch, Western Division. Lawrence, Lowell & Lawrence Branch and Western Division.	

Number of above crossings at which interlocking signals are established,	4
Number of crossings over other railroads,	1
Number of crossings under other railroads,	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.
BOSTON & LOWELL RAILROAD CORPORATION,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Frederick E. Clarke, *President*, Lawrence, Mass. C. E. A. Bartlett, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
Frederick E. Clarke, Lawrence, Mass. T. Jefferson Coolidge, Manchester, Mass. George A. Gardner, Boston, Mass. F. L. Higginson, Boston, Mass. C. E. Cotting, Boston, Mass. Edwin Morey, Boston, Mass. W. C. Baylies, Taunton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FREDERICK E. CLARKE,
WALTER C. BAYLIES,
F. L. HIGGINSON,
CHAS. E. COTTING,
Directors.
C. E. A. BARTLETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. BOSTON, Sept. 8, 1896. Then personally appeared the above-named Frederick E. Clarke, Walter C. Baylies, F. L. Higginson and Chas. E. Cotting, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.
Before me, C. E. A. BARTLETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. BOSTON, Sept. 8, 1896. Then personally appeared the above-named C. E. A. Bartlett and made oath that the foregoing statement by him subscribed is, to the best of his knowledge and belief, true.
Before me, EDGAR J. RICH,
Justice of the Peace.

RETURN

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$20,499,768 27
Operating expenses,	14,506,939 70
NET INCOME FROM OPERATION,	\$5,992,828 57
Interest received on bonds owned: Central Massachusetts R.R.,	\$2,500 00
Dividends received on stocks owned:	
Maine Central R.R. (25,160 shares, 6 per cent),	\$150,960 00
Portland & Rochester R.R. (4,821 shares, 6 per cent),	28,926 00
York Harbor & Beach R.R. (4,971 shares, par \$50.00, 4 per cent),	9,942 00
Portland & Ogdensburg R.R. (3,952 ⁴ / ₁₆ shares, 2 per cent),	7,904 80
St. Johns Bridge and Railway Extension (240 shares, par \$50.00, 5 per cent),	600 00
Portland & Saco R.R. (85 shares, 6 per cent),	210 00
Eastern R.R. in New Hamp- shire (15 shares, 8 per cent),	45 00
Portsmouth & Dover R.R. (8 shares, 6 per cent),	18 00
TOTAL DIVIDENDS RECEIVED,	198,605 80
Miscellaneous income, less expense of collect- ing:	
Rents of tene- ments, lands, etc.,	\$308,094 88
Less expense,	48,650 01
	\$254,444 87

Miscellaneous income, etc. — Concluded.

Bridge tolls, . . .	\$10,779 83	
Less expense, . . .	1,480 00	
		\$9,349 83
Dividend on 9,784 shares Vt. Valley R.R. Co. stock, owned by Connecticut River R.R., . . .		29,202 00
Dividend on 1,099 shares Mt. Washington R'y stock, owned by C. & M. Railroad, . . .		6,594 00
Dividend on 194 shares Mt. Washington R'y stock, owned by Conn. & Pass. Rivers R.R., . . .		1,164 00
Dividend on 331 shares Peterborough Railroad stock, owned by Boston & Lowell Railroad, . . .		1,824 00
Dividend on 381 shares Pemigewasset Valley Railroad stock,* . . .		2,052 00
Dividend on 312 shares Concord & Montreal R.R. stock,* . . .		1,688 00
Dividend on 100 shares New Boston R.R. stock,* . . .		200 00
Int. on \$10,000 bonds Woodsville Aqueduct Co.,* . . .		400 00
Interest received, . . .	83,156 02	
Lyndonville water works, . . .	343 17	
Winnepesaukee Steamboat Co., . . .	615 84	
Sundry items, . . .	3,617 79	

TOTAL MISCELLANEOUS INCOME, . . . \$394,101 02

TOTAL INCOME FROM OTHER SOURCES THAN OPERATION, \$595,206 82

GROSS INCOME ABOVE OPERATING EXPENSES, . . . \$6,588,035 39

Charges upon income accrued during the year:

Interest on funded debt, . . .	\$1,071,461 80
Interest on real estate mortgages, etc., . . .	24,934 19
Taxes, . . .	981,953 58

Rentals of leased roads:

Boston & Lowell R.R., . . .	\$724,847 00
Concord & Montreal R.R., . . .	716,262 08
Connecticut River R.R., . . .	351,600 00
Wor., Nash. & Roch. R.R., . . .	250,000 00
Conn. & Pass. Rivers R.R., . . .	188,000 00
Northern Railroad, . . .	185,420 00
Central Massachusetts R.R., . . .	147,078 75
Manchester & Law. R.R., . . .	112,960 00
Port., Saco & Ports'h R.R., . . .	90,000 00
Nashua & Lowell R.R., . . .	73,000 00
Lowell & Andover R.R., . . .	52,500 00
Portsmouth & Dover R.R., . . .	46,140 00

* Owned by Concord & Montreal Railroad.

Rentals of leased roads — <i>Concluded.</i>		
Massawippi Valley R'y, .	\$36,000 00	
Pemigewasset Valley R.R.,	32,751 00	
Concord & Ports'h R.R., .	25,000 00	
Eastern R.R. in N. H., .	22,500 00	
Stony Brook Railroad, .	21,500 00	
Wilton Railroad, .	2,400 00	
Peterborough Railroad, .	15,700 00	
Suncook Valley Railroad, .	14,700 00	
K'bunk & K'bunkport R.R.,	2,925 00	
New Boston Railroad, .	2,800 00	
	<u>\$3,132,083 78</u>	
Newport & Rich- ford Railroad, \$17,500 00		
Sub-let to Can. Pacific R'y for the sum of . 18,000 00		
Credit,	500 00	
	<u>\$3,131,583 78</u>	
Payments to sinking and other special funds :		
Eastern Railroad,	\$21,347 60	
Boston & Maine Railroad, .	51,285 00	
	<u>72,632 60</u>	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .		\$5,282,565 95
NET DIVISIBLE INCOME,		\$1,305,469 44
Dividends declared (6 per cent on preferred stock),*	\$188,988 00	
Dividends declared (6 per cent on common stock),*	1,045,014 00	
Dividend on stock exchanged,	56 00	
	<u>1,234,058 00</u>	
TOTAL DIVIDENDS DECLARED,		1,234,058 00
Surplus for year ending June 30, 1896,	\$71,411 44	
Amount of surplus June 30, 1895,	1,616,001 96	
	<u>\$1,687,413 40</u>	
Deductions during the year: old claim, account of Northern Railroad lease,	10,255 86	
TOTAL SURPLUS JUNE 30, 1896,		\$1,677,157 54

* *Dividends Paid during Year ending June 30, 1896.*

Aug. 15, 1895, 1½ per cent on 174,169 shares, common,	\$261,253 50
Sept. 1, 1895, 3 per cent on 31,498 shares, preferred,	94,494 00
Nov. 15, 1895, 1½ per cent on 174,169 shares, common,	261,253 50
Jan. 1, 1896, 1½ per cent on 174,169 shares, common,	261,253 50
March 1, 1896, 3 per cent on 31,498 shares, preferred,	94,494 00
April 1, 1896, 1½ per cent on 174,169 shares, common,	261,253 50
July 1, 1895, dividend on stock exchanged previous to this year, .	56 00
Total dividends paid,	\$1,234,058 00

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service :			
Gross receipts from passengers,	\$9,227,600 47		
Deductions :			
Tickets redeemed, . . . . .	. . . . .	\$11,009 54	
Excess fares refunded, . . . . .	. . . . .	109,377 45	
Other repayments, . . . . .	. . . . .	8,000 00	
Total deductions, . . . . .	. . . . .	\$128,386 99	
NET REVENUE FROM PASSENGERS, . . . . .	. . . . .	. . . . .	\$9,099,273 48
From mails,	\$321,050 14		
From express,	601,042 72		
From extra baggage and storage,	95,602 81		
			1,017,695 67
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$10,116,969 15
Freight service :			
Gross receipts from freight,	\$10,445,724 29		
Deductions :			
Overcharge to shippers, . . . . .	. . . . .	\$102,601 23	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$10,343,123 06
From elevators,	\$17,653 74		
Other earnings, freight service : Eastern transfer,	7,207 57		
			24,861 31
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$10,367,984 37
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$20,484,953 52
Other earnings from operation :			
Telegraph companies,	\$5,090 68		
Rentals from tracks, yards and terminals,	10,716 25		
TOTAL,	\$15,806 93		
Steamer "Mt. Washington" (deficit),	997 18		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	14,809 75
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$20,499,763 27

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers,	\$67,325 00
Salaries of clerks and attendants,	142,488 80
General office expenses and supplies,	31,695 20
Insurance,	108,318 06
Law expenses,	126,077 84
Stationery and printing (general offices),	18,479 09
Other general expenses : contingent expenses,	37,960 99
TOTAL,	\$527,339 98

Maintenance of way and structures :		
Repairs of roadway,	\$1,539,816	33
Renewals of rails,	108,634	77
Renewals of ties,	285,346	30
Repairs and renewals of bridges and culverts,	283,076	03
Repairs and renewals of fences, road crossings, signs and cattle guards,	123,028	78
Repairs and renewals of buildings and fixtures,	507,611	26
Repairs and renewals of docks and wharves,	20,375	55
Repairs and renewals of telegraph,	6,360	17
Stationery and printing,	2,874	99
Other expenses of maintaining way and structures : miscellaneous supplies and expenses,	471	30
TOTAL,	\$2,877,595	48
Maintenance of equipment :		
Superintendence,	\$46,872	34
Repairs and renewals of locomotives,	415,290	29
Repairs and renewals of passenger cars,	521,020	97
Repairs and renewals of freight cars,	484,103	47
Repairs and renewals of work cars,	22,526	17
Repairs and renewals of marine equipment,	7,600	00
Repairs and renewals of shop machinery and tools,	65,673	73
Stationery and printing,	4,052	43
Other expenses of maintaining equipment :		
Watching expenses, etc.,	56,344	40
New equipment,	408,939	84
Air brakes and automatic couplers,	373,477	09
TOTAL,	\$2,405,900	73
Conducting transportation :		
Superintendence,	\$290,498	05
Engine and roundhouse men,	1,218,568	69
Fuel for locomotives,	1,724,447	76
Water supply for locomotives,	82,023	38
Oil, tallow and waste for locomotives,	16,771	53
Other supplies for locomotives,	25,642	55
Train service,	1,078,314	79
Train supplies and expenses,	325,749	66
Switchmen, flagmen and watchmen,	1,031,873	21
Telegraph expenses,	189,747	69
Station service,	1,479,984	80
Station supplies,	276,602	21
Car mileage — balance,	314,517	52
Loss and damage,	66,962	74
Injuries to persons,	268,414	06
Clearing wrecks,	14,335	57
Operating marine equipment,	3,194	28
Advertising,	57,408	07
Outside agencies,	30,108	36
Rentals for tracks, yards and terminals,	52,840	09
Rentals of buildings and other property,	19,634	93
Stationery and printing,	125,421	33
Other expenses of conducting transportation : contingent expenses of passenger and freight business,	3,042	24
TOTAL,	\$8,696,103	51

Recapitulation :

General expenses,	\$527,339 98
Maintenance of way and structures,	2,877,595 48
Maintenance of equipment,	2,405,900 73
Conducting transportation,	8,696,103 51
TOTAL OPERATING EXPENSES,	\$14,506,939 70
Percentage of operating expenses to earnings,	70.766

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.		Dr.
Cost of road,		\$32,269,161 21
Cost of equipment,		4,583,149 91
Bonds of Newburyport Railroad,	\$298,464 95	
Bonds of Danvers Railroad,	125,000 00	
Bonds of St. Johnsbury & Lake Champlain Railroad,	184,000 00	
Bonds of Central Massachusetts Railroad,	100,000 00	
TOTAL BONDS,		707,464 95
Stock of Maine Central Railroad,	\$2,516,000 00	
Stock of Boston & Maine Railroad,	1,585,755 91	
Stock of Portland & Rochester Railroad,	482,050 00	
Stock of York Harbor & Beach Railroad,	248,550 00	
Stock of Portland & Ogdensburg Railroad,	146,238 80	
Stock of Franklin & Tilton Railroad,	125,000 00	
Stock of Portland Union Railway Station Company,	25,000 00	
Stock of Portland, Mt. Desert and Machias Steamboat Company,	15,000 00	
Stock of Portland, Saco & Portsmouth Railroad,	4,375 00	
Stock of St. Johnsbury & Lake Champlain Railroad,	4,303 56	
Stock of Newburyport Railroad,	4,080 00	
Stock of Danvers Railroad,	2,345 00	
Stock of Eastern Railroad in New Hampshire,	900 00	
Stock of St. Johns Bridge and Railway Extension Company,	684 00	
Stock of Portsmouth & Dover Railroad,	390 00	
TOTAL STOCKS,		5,160,672 27
Real estate at Nashua, N. H.,	\$215,197 55	
Land at Doyer, N. H.,	8,883 69	
Land at Old Orchard, Me.,	7,648 52	
Land at Portland, Me.,	17,667 50	
Land at Saco and Biddeford, Me.,	20,000 00	
Land at Wakefield, Mass.,	3,300 00	
Land at Chelmsford, Mass.,	1,500 00	
Land at Lowell, Mass.,	4,800 00	
Land at Newburyport, Mass.,	2,750 00	
Land at Bar Harbor, Me.,	45,104 37	
Land at Manchester, Mass.,	3,715 00	
Land at East Boston, Mass.,	20,625 00	
Land at Somerville, Mass.,	299,377 90	
Land at Lynn, Mass.,	54,227 68	
Land at Charlestown, Mass.,	88,457 06	
Land at Melrose Highlands, Mass.,	6,000 00	
Land at Northampton, Mass.,	62,452 00	

Land at Beverly, Mass.,	\$17,898 00	
Land at Revere, Mass.,	7,850 00	
Land at Portsmouth, N. H.,	430 00	
Land at Richford and Troy, Vt.,	1,000 00	
Land at Marlborough, N. H.,	65 00	
Land at Peabody, Mass.,	600 00	
		\$888,544 27
Other permanent property:		
Steamer "Mt. Washington" and wharves, .	\$73,455 32	
Richford freight elevator,	52,261 43	
		125,716 75
TOTAL PERMANENT INVESTMENTS,		\$48,784,709 36
Cash,	\$1,668,516 10	
Bills receivable,	1,288,718 87	
Due from agents,	893,295 78	
Due from solvent companies and individuals, .	2,093,246 01	
Sinking and other special funds,	629,708 88	
		6,523,485 54
TOTAL CASH AND CURRENT ASSETS,		
Materials and supplies,	\$2,230,284 48	
Other assets and property:		
Elimination grade crossings in process, .	182,987 56	
Central Massachusetts construction, etc., .	788,573 80	
		8,146,845 34
TOTAL MISCELLANEOUS ASSETS,		
TOTAL,		\$53,405,040 24
LIABILITIES.		Cr.
Capital stock, common:		
Boston & Maine,	\$18,738,300 00	
Boston & Maine scrip,	816 72	
Eastern Railroad scrip,	83 28	
	\$18,739,200 00	
Preferred,	3,149,800 00	
		\$21,889,000 00
TOTAL CAPITAL STOCK,		
Funded debt,		21,565,780 21
Real estate mortgages,		597,800 00
Current liabilities:		
Audited vouchers and accounts,	{ \$69,144 02	
	{ 1,162,898 28	
Salaries and wages,	865,720 18	
Net traffic balances due other companies, .	888,386 05	
Dividends not called for,	20,412 25	
Matured interest coupons unpaid (including coupons due July 1),	146,896 00	
Rentals (including rentals due July 1), . .	897,298 00	
Miscellaneous current liabilities: subscrip- tions to new stock Concord & Montreal Railroad,	1,123,871 43	
		4,174,621 16
TOTAL CURRENT LIABILITIES,		
Accrued liabilities:		
Interest accrued and not yet due,	\$291,820 78	
Taxes accrued and not yet due,	427,682 19	
Rentals accrued and not yet due,	178,000 64	
		897,503 56
TOTAL ACCRUED LIABILITIES,		

Sinking and other special funds :

Sundry lease accounts,	\$1,139,396 97
Suspense account,	684,071 97
Sinking fund, redemption Boston & Maine Railroad bonds,	628,264 76
Sinking fund, redemption Eastern Railroad bonds,	1,444 07
Injury fund,	150,000 00

TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . \$2,603,177 77

Profit and Loss balance (surplus), 1,677,157 54

TOTAL, \$53,405,040 24

PROPERTY ACCOUNTS.

Additions to construction account :

Grading and masonry,	\$63,776 81
Bridging,	12,250 53
Superstructure, including rails,	26,101 12
Lands, land damages and fences,	24,569 02
Passenger and freight stations, woodsheds and water stations,	14,159 48
Engineering, salaries and other expenses during construction,	1,995 92
Elimination of grade crossings,	269,653 57

TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . . \$412,506 45

Other expenditures charged to property accounts :

Bonds of St. Johnsbury and Lake Champlain Railroad,	\$184,000 00
Bonds of Central Massachusetts Railroad,	100,000 00
One share of the capital stock of the Newburyport Railroad,	3 00
Somerville marsh land,	57,922 30
Real estate at Nashua, N. H.,	96,417 40
Land at Charlestown, Mass.,	40,149 60
Land at Northampton, Mass.,	38,452 00
Land at Beverly, Mass.,	13,878 00
Land at Richford and Troy, Vt.,	1,000 00
Land at Peabody, Mass.,	600 00
Land at Manchester, Mass.,	65 00
Land at Marlboro', N. H.,	65 00

532,552 30

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . \$945,058 75

Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :

Land at Malden sold,	\$2,801 44
Land transferred to construction accounts of leased roads,	28,797 12

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . 31,098 56

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, \$913,960 19

SINKING FUNDS.	
Amount, June 30, 1895, of sinking fund for redemption of Boston & Maine Railroad improvement bonds,	\$554,524 49
Amount, June 30, 1895, of Eastern Railroad Company sinking fund,	1,924 35
TOTAL SINKING FUNDS JUNE 30, 1895,	\$556,448 84
Additions during year to Boston & Maine Railroad improvement bonds sinking fund,	\$73,740 27
Additions during year to Eastern Railroad Company sinking fund,	111,168 80
	184,909 07
TOTAL, INCLUDING ADDITIONS,	\$741,357 91
Deductions during year from Eastern Railroad Company sinking fund,	111,649 08
TOTAL SINKING FUNDS JUNE 30, 1896,	\$629,708 83
INJURY FUND.	
Amount of injury fund June 30, 1895,	\$150,000 00
Additions during year,	274,817 79
TOTAL, INCLUDING ADDITIONS,	\$424,817 79
Deductions during year,	274,817 79
TOTAL INJURY FUND JUNE 30, 1896,	\$150,000 00
CAPITAL STOCK.	
Capital stock authorized by law, common,	\$19,097,800 00
Capital stock authorized by law, preferred,	8,149,800 00
Total amount authorized by law,	\$22,247,600 00
Capital stock authorized by votes of company, common,	18,754,200 00
Capital stock authorized by votes of company, preferred,	3,149,800 00
Total amount authorized by vote,	\$21,904,000 00
Capital stock issued and outstanding, common,	\$18,738,300 00
Capital stock issued and outstanding, preferred,	8,149,800 00
Total capital stock outstanding,	\$21,888,100 00
Amount paid in on Eastern Railroad stock to be exchanged for Boston & Maine Railroad, common,	83 28
Scrip convertible into stock,	816 72
TOTAL CAPITAL STOCK LIABILITY,	\$21,889,000 00

Number of shares issued and out- standing, common,	187,388	
Number of shares issued and out- standing, preferred,	31,498	
Total number of shares outstanding,		218,881
Number of stockholders, common,	5,721	
Number of stockholders, preferred,	571	
Total number of stockholders,		6,292
Number of stockholders in Massa- chusetts, common,	3,534	
Number of stockholders in Massa- chusetts, preferred,	443	
Total stockholders in Massachusetts,		3,977
Amount of stock held in Massachusetts, com- mon,		\$10,922,300 00
Amount of stock held in Massachusetts, pre- ferred,		2,747,600 00
Total stock held in Massachusetts,		\$13,669,900 00

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
	Per Cent.			
Land in Charlestown,	4	Sept 1, 1906,	\$594,800 00	\$22,742 00
Land in East Cambridge,	6	Jan. 27, 1899,	3,000 00	112 65
TOTALS, . . . . .	. .	. . . . .	\$597,800 00	\$22,854 65

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Boston & Maine Railroad bonds,	4½	Jan. 1, 1944,	\$6,000,000 00	\$270,067 50
Boston & Maine Railroad bonds,	4	Aug. 1, 1942,	2,500,000 00	100,500 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 2, 1905,	1,000,000 00	40,000 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 1, 1907,	500,000 00	20,000 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 1, 1937,	1,919,000 00	76,760 00
Eastern Railroad certificates of in- debtedness, United States gold,	6	Sept. 1, 1906,	7,069,500 21	430,125 00
Eastern Railroad certificates of in- debtedness, sterling (£320,000),	6	Sept. 1, 1906,	1,557,280 00	93,436 80
Portsmouth, Great Falls & Conway Railroad bonds,	4½	June 1, 1937,	998,000 00	44,617 50
Portsmouth, Great Falls & Conway Railroad bonds (6 per cent),	4½	Dec. 1, 1892,	2,000 00	-
TOTALS, . . . . .	. .	. . . . .	\$21,565,780 21	\$1,075,506 80

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	35,132,992
Number of passengers carried one mile,	507,608,954
Number of passengers carried one mile per mile of road operated,	295,678
Average length of journey per passenger,	14.450 miles.
Average amount received from each passenger,	25.900 cents.
Average amount received per passenger per mile carried,	1.793 cents.
Passenger earnings per mile of road operated,	\$5,893 06
Passenger earnings per passenger-train mile run,	1 24.697
Freight traffic:	
Number of tons of freight hauled earning revenue,	10,247,029
Number of tons of freight hauled one mile,	676,082,534
Number of tons of freight hauled one mile per mile of road operated,	393,813
Average length of haul per ton,	65.978 miles.
Average amount received for each ton of freight,	\$1 00.938
Average amount received per ton per mile hauled,	1.530 cents.
Freight earnings per mile of road operated,	\$6,039 28
Freight earnings per freight-train mile run,	1 88.835
Operating expenses:	
Operating expenses per mile of road operated,	\$8,450 19
Operating expenses per revenue-train mile run,	1 06.639
Train mileage:	
Miles run by passenger trains,	8,113,257
Miles run by freight trains,	5,490,492
Total mileage of trains earning revenue,	13,603,749
Miles run by switching trains,	3,237,963
Miles run by construction and other trains,	570,172
Total train mileage,	17,411,884
Fares and freights:	
Average rate of fare per mile on local tickets,	1.786 cents.
Average rate of fare per mile on commutation tickets within suburban circuit,	1 to 2 "
Average rate of fare per mile on commutation tickets outside suburban circuit,	2 to 2½ "
Average rate of fare per mile on mileage tickets (500 miles, 2½ cents; 1,000 miles, 2 cents),	2.125 "
Average rate of fare per mile on season tickets, . . . . .	.673 "
Average rate of fare per mile on joint tickets,	1.834 "
Average rate of freight per ton mile on local way-bill,	2.404 "
Average rate of freight per ton mile on joint way-bill, . . . . .	.994 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	10,727,326
Number of passengers (including season-ticket) from Boston,	10,733,572
Season-ticket passengers to and from Boston,	1,682,620
Employees:	
Average number of persons employed,	15,124

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						
Passenger,	186	174	360	- -	Tons. - -	Tons. - -
Freight,	75	95	170	- -	- -	- -
Switching, etc.,	63	72	135	- -	- -	- -
TOTAL,	324	341	665	347	62	41

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brake.	Equipped with Automatic Coupler.	Name of Coupler.
CARS — PASSENGER SERVICE						
Passenger cars,	499	300*	799	799	5 } 794	National.
Combination cars,	75	108	183	183	183	Miller.
Parlor cars,	-	10	10	10	10	Miller.
Baggage, express and mail cars,	120	85*	205	205	4 } 197	Gould.
					4	Miller.
						National.
TOTAL,	694	503	1,197	1,197	4 } 1,184	Gould.
					9	Miller.
						National.
CARS — FREIGHT SERVICE.						
Box cars,	2,056	2,683	4,739	1,757	2,541 {	2,205 Gould, 166 Trojan, 41 Thurmond, 22 Burns, 14 National, 68 Janney, 25 Drexel, 2 Norton.
Flat cars,	1,683	2,997	4,680	1,161	1,641 {	1,427 Gould, 157 Trojan, 22 Janney, 8 Thurmond, 10 Burns, 5 Dowling, 6 National, 2 Richardson, 1 Hitchcock, 2 Norton, 1 Tower.
Stock cars,	63	-	63	18	21	20 Gould, 1 Trojan.
Coal cars,	681	943	1,624	287	310 {	305 Gould, 4 Trojan, 1 National.
Logging trucks,	-	83	83	-	-	
Refrigerator cars,	30	-	30	30	30	Gould.
Other cars in freight service, .	4	-	4	-	-	
TOTAL,	4,517	6,706	11,223	3,253	4,543	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	3	1	4	4	1 } 3	Miller.
Derrick cars,	50	-	50	13	13	National.
Caboose cars,	163	95	258	29	46	Gould.
Other cars in company's service,	132	20	152	12	1 } 16	Gould.
						Miller.
						Gould.
TOTAL,	348	116	464	58	80	
Snow ploughs,	38	27	65	-	-	

Number of 8-wheel cars in passenger service fitted with brakes for all wheels, 1,197

* Includes 10 passenger and 4 baggage cars, 30.50 per cent of which are owned by Boston & Lowell Railroad; 37.83 per cent by Concord & Montreal Railroad; and 31.67 per cent by Canadian Pacific Railway.

RAILROAD CROSSINGS IN MASSACHUSETTS.

CROSSINGS WITH HIGHWAYS.	Lines Owned.	Lines Leased.	Total.
Number of crossings of company's railroad by high-ways at grade,	239	392	631
Number of crossings of company's railroad by high-ways above railroad (public, 165; private, 19),	74	110	184
Number of crossings of company's railroad by high-ways under railroad,	18	61	79
Number of highway crossings at grade protected by gates,	120	116	236
Number of highway crossings at grade protected by flagmen,	91	99	190
Number of highway crossings at grade protected by electric signals only,	-	19	19
Number of highway crossings at grade unprotected,	28	168	196
Number of highway grade crossings finally abolished during the year,	1	4	5
Number of highway grade crossings now in process of abolition,	2	7	9
Number of highway grade crossings for abolition of which petition is now pending,	4	3	7
Number of highway bridges 18 feet (or more) above track,	6	41	47
Number of highway bridges less than 18 feet above track,	68	69	137
Height of lowest highway bridge above track (Newburyport City freight tracks, 18 feet 7½ inches),	14 ft., 5½ in.	14 ft., 7½ in.	14 ft., 5½ in.

CROSSINGS WITH OTHER RAILROADS.

Crossings of company's railroad with other railroads at grade (21 in number), viz.:

Boston, Eastern Division and Fitchburg Railroad. Boston, Eastern Division and Grand Junction Railroad. Boston, Eastern Division and Mystic Branch, Southern Division. Boston, Western Division and Fitchburg Railroad. Boston, Western Division and Grand Junction Railroad. Boston, Western Division and Mystic Branch, Southern Division. Boston, Mystic Branch, Southern Division and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division and Mystic Branch, Southern Division. East Boston, East Boston Branch, Eastern Division and Grand Junction Railroad. Danvers, Lawrence Branch, Eastern Division and Newburyport Branch, Western Division. Lawrence, Western Division and Lowell and Lawrence, Southern Division. Salem, Eastern Division and Phillips Wharf track. Wilmington, Western Division and Salem & Lowell, Southern Division. West Peabody, Danvers Branch, Western Division and Salem & Lowell, Southern Division. Ayer, W., N. & P. Division and Fitchburg Railroad. Ayer, W., N. & P. Division and Peterborough & Shirley. Barbers, W., N. & P. Division and Fitchburg Railroad. Oakdale, W., N. & P. Division and Central Massachusetts Railroad. Clinton, W., N. & P. Division and Old Colony Railroad. Sudbury, Central Massachusetts and Old Colony Railroad.

Number of above crossings at which interlocking signals are established,	12
Number of crossings over other railroads,	14
Number of crossings under other railroads,	3

NEW BRIDGES BUILT DURING THE YEAR.
EASTERN DIVISION.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By whom Built.
13, Lynn, . .	Pile trestle.	Pile trestle.	235 feet 6 inches, 1 track.	Boston & Maine Railroad.
123A, Swampscott,	New street opened.	Plate girder.	41 feet 1 inch, 2 tracks.	Cofrode & Saylor.
178, Manchester,	Pile and jack-knife draw.	Plate girder draw.	92 feet, 2 tracks.	Boston Bridge Works.
178A, Manchester,	Farm grade crossing.	Rolled beams.	16 feet, 2 tracks.	Edge Moor Bridge Works.
178B, Manchester,	Grade crossing.	Plate girder.	40 feet, 2 tracks.	Phoenix Bridge Works.
178c, Manchester,	Farm crossing.	Stone arch.	10 feet, 2 tracks.	Ellis & Buswell.

WESTERN DIVISION.

1, Cambridge, .	Pile structure.	Pile bridge.	Side tracks.	Boston & Maine Railroad.
9, Melrose, .	Rolled beams.	Rolled beams.	10 feet, 4 tracks.	Boston & Maine Railroad.
192, Groveland, .	Frame trestle.	Frame trestle.	44 feet 3 inches, 1 track.	Boston & Maine Railroad.
203½, Lowell, .	Grade crossing.	Plate girder.	46 feet 6 inches, 2 tracks.	Edge Moor Bridge Works.
213, Lawrence, .	Rolled beams.	Plate girder.	56 feet 11 inches, 2 tracks.	Edge Moor Bridge Works.

SOUTHERN DIVISION.

56, Lowell, .	Wood stringer.	Wood stringer.	22 feet 6 inches, 2 tracks.	Boston & Maine Railroad.
57, Lowell, .	Wood stringer.	Wood stringer.	16 feet 6 inches, 2 tracks.	Boston & Maine Railroad.
58, Lowell, .	Wood stringer.	Wood stringer.	11 feet 5 inches, 2 tracks.	Boston & Maine Railroad.
65, Chelmsford,	Wood stringer.	Plate girders.	13 feet, 2 tracks.	Boston & Maine Railroad.
268, Belchertown,	Grade crossing.	Plate girders.	21 feet 1 inch, 1 track.	New Jersey Steel and Iron Co.
359, Wilmington,	Wood stringer.	Plate girders.	18 feet, 1 track.	Berlin Bridge Works.

CONNECTICUT RIVER DIVISION.

55, Northfield, .	Wood stringer.	Rolled beams.	10 feet, 1 track.	Boston & Maine Railroad.
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BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number and Location.	Description of Bridge.	Description of Work Done.
4, Everett, . .	Pile trestle.	New rods and piles; one truss and new ties, one track.
5, Everett, . .	Pile trestle.	New ties, both tracks.
9, Revere, . . .	Pile trestle.	Raised to new grade. Stringers strengthened.
45, Newburyport,	Drawbridge.	Leveled on centre pier.
206, Lowell, . . .	Pile trestle.	Top renewed and another track added.
9 iron bridges on Central Mass. viz.:	. . . . .	Nos. 203, 205, 206, 216, 242, 245, 259, 282, 283 have had ties renewed.

BRIDGES ELIMINATED DURING THE YEAR.

EASTERN DIVISION.

Number and Location.	Description of Bridge.	Description of Work Done.
19, Swampscott, .	Rolled beams.	Filled.

WESTERN DIVISION.

166, Danvers, .	Rolled beams.	Filled.
167, Danvers, .	Wood stringer.	Filled.

SOUTHERN DIVISION.

62, Lowell, . . .	Wood stringer.	Stone box culvert.
63, Lowell, . . .	Wood stringer.	Filled.

Total length of pile and trestle bridging,	17,159 ft. 5 in.
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MISCELLANEOUS.

Total length of railroad line operated by the company, . . .	1,716.76 miles
Total length of railroad line operated in Massachusetts, . . .	546.43 "
Total length of railroad track (computed as single track) operated by the company,	2,877.10 "
Total length of railroad track (computed as single track) operated in Massachusetts,	1,176.66 "
Length of additional steel-rail track laid during the year on lines owned,	14.25 "
Total length of track now laid with steel rails on same, . . .	647.13 "
Length of additional steel-rail track laid during the year on lines operated under lease or contract,	555.86* "
Total length of track now laid with steel rails on same, . . .	1,843.00 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINKS OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	12	3	25	3	37	3	48
Employees, .	2	12	16	133	18	145	31	155
Other persons,	-	1	61	63	61	64	71	106
TOTAL, .	2	25	80	221	82	246	105	342

* This includes 515.12 miles of steel on Concord & Montreal Railroad which was not given in last year's return, as the Concord & Montreal Railroad was not then operated by the Boston & Maine Railroad.

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1895. — Worcester: J. F. Giligan, brakeman, had two toes jammed coupling cars.

July 1. — Chelsea: Herbert Taylor, trespasser, was struck and instantly killed in attempting to board a moving freight train.

July 2. — Revere: unknown man, supposed to have been struck and killed while walking on track, was found on pilot on arrival of train No. 102 at Boston.

July 2. — Bradford: Wm. Foley, brakeman, had fingers jammed coupling cars.

July 3. — North Reading: E. Craggy, brakeman, was struck by overhead bridge, while riding on top of freight car, and fatally injured.

July 9. — South Lawrence: H. B. Hutchinson, brakeman, had fingers jammed coupling cars.

July 11. — Prospect Hill: A. P. Rollins, brakeman, had hand crushed coupling cars.

July 12. — Marblehead: Richard Humphrey, employee, had thumb jammed coupling cars.

July 13. — Worcester: J. Mahoney, employee, had left arm crushed uncoupling car from engine.

July 13. — Rutland: F. H. Temple, brakeman, fell from top of car, injuring head and arm.

July 16. — Woburn: Mamie Cady and Martin Coyne, trespassers, went under crossing gate and were struck by train. Coyne was fatally injured and Cady girl had leg and arm broken.

July 17. — East Boston: E. O. Mumford, trespasser, stealing ride on freight train, fell under cars, and left foot was crushed and other fractured.

July 18. — East Lynn: Lawrence Keohan, employee, fell in leaving train, injuring back of his head.

July 20. — Reading Highlands: Samuel Livingston, trespasser, stealing ride on freight train, fell under cars and had both legs and one arm taken off; died soon after accident.

July 22. — Chicopee: Robert Knightly was struck while driving over crossing and leg was broken.

July 22. — West Lynn: Carl Peterson, trespasser, was struck by train and instantly killed.

July 22. — Belchertown: W. E. Wilson, brakeman, fell between cars, injuring knee and left foot.

July 23. — Swampscott: Richard Hichions, employee, walking on track, was struck by engine and head cut.

July 25. — Somerville Junction: James McNickle (or McNicoll), intoxicated passenger, either fell or jumped from moving train, and was run over and killed.

July 25. — Somerville: John Drew, section man, working on track, was struck and badly bruised about legs.

July 26. — East Cambridge: F. H. Lathrop, trespasser, between cars, had foot jammed between draw-bars.

July 26. — Springfield: F. Deno, brakeman, fell from car to ground, bruising his side.

July 27. — Salem: Bertha Barr, passenger, jumped off moving train and sprained her knee.

July 27. — East Cambridge: J. McKenna, employee, jammed his foot between draw-bars of engine and first car.

July 27. — Middlesex Street, Lowell: Allen Howe, trespasser, stealing ride on cars, was run over and toes of left foot crushed.

July 29. — Wakefield Junction: T. Cronin, brakeman, in climbing from engine to top of car struck overhead bridge and bruised his head.

July 30. — Lowell: James Corrigan, passenger, had arm out car window; it struck bill boards and was badly cut.

July 31. — East Boston: Neil Jones, trespasser, in crossing under cars was struck and badly injured by same.

July 31. — South Lawrence: Henry Ross, trespasser, stealing ride on freight train, was caught between car and post and head bruised and arm broken.

July 31. — East Boston: Neal J. Duncan, boy about ten years of age, in attempting to cross track in front of moving freight cars was struck and badly injured about head.

August 1. — Woburn Highlands; John Reed attempted to board moving passenger train, was run over and fatally injured.

August 7. — Rockport: body of unknown man found beside track; supposed to have been struck and killed by train.

August 7. — Hudson: Chas. W. Knowlton, trespasser, attempting to board moving train, was thrown under cars and ankle of right foot crushed.

August 8. — Wakefield Junction: Samuel Moore, trespasser, injured head while crawling beneath some freight cars on work train.

August 8. — Newbury: John M. Thistle, employee, was thrown down between cars by the sudden starting and stopping of train, receiving slight injuries to body, leg and arm.

August 9. — Newburyport: Harry C. Dalton, fireman, was shaking grate when lever came off, throwing him against iron shelf on boiler; his hand was injured and he received two cuts on head.

August 9. — Lawrence: M. L. Hodge, brakeman, was badly injured about body and left arm jammed coupling cars.

August 10. — Mystic Wharf: W. Foster, trespasser, was struck, thrown down and hand run over and crushed.

August 10. — Lynn Common: Mr. and Mrs. Martin O'Day found beside track; Mr. O'Day had one foot crushed and was otherwise injured; Mrs. O'Day had one foot cut off. Supposed to have been walking on track and struck by train.

August 10. — Horn Pond track: Chas. Beattie, boy about fourteen years of age, was stealing ride on coal car, and when train slackened speed was thrown off and under cars; flesh was torn off right leg from knee to ankle and left ankle bruised.

August 11. — Forbes: E. H. Tabor, trespasser, found in ditch in dazed condition; supposed to have been struck and thrown there by train.

August 12. — Prospect Hill: Chas. Calloran attempted to board moving train, was thrown against switch stand and injured about body and knee.

August 12. — Woburn: Geo. F. French, conductor, fell through hole in coal trestle and sprained his leg.

August 12. — Holyoke: Frank Williams, brakeman, pulling pin, caught and crushed his thumb between pin and dead-wood.

August 13. — North Somerville: E. F. Shepherd, brakeman, was injured about body while coupling cars.

August 14. — Peabody: Thos. Holloran, trespasser, sitting on track, was struck by locomotive of train No. 874 and received a bad cut in head and had one leg broken.

August 14. — Wilmington: unknown man, stealing ride on top of passenger car, struck overhead bridge and was instantly killed.

August 15. — North Somerville: W. H. McCloud, attempting to cross track, was struck and injured about shoulder and back of head.

August 15. — Lowell Bleachery: Frederick B. Balmforth, trespasser, was found beside track fatally injured; supposed to have been walking on track and to have been struck by train.

August 16. — Stoneham: H. B. Alexander, baggage master, had finger jammed coupling cars.

August 16. — Park Street, Medford: John W. Whittle, passenger, stepped off train after it had started and was thrown off station platform, receiving cut over the left eye.

August 16. — Groton: unknown man, trespasser, was struck by train and fatally injured.

August 16. — Glenwood: G. Gearing caught and injured his hand in door jamb.

August 16. — Andover: unknown man, trespasser, on track, was struck and fatally injured by train.

August 19. — Springfield: E. L. Bickford, brakeman, jammed finger coupling cars.

August 20. — College Hill: C. H. Richardson, brakeman, jumping from one car to another, fell between them and was fatally injured.

August 21. — Salem: Isadore St. Pierre, trespasser, on track, was struck by train and instantly killed.

August 21. — Wakefield: Elisha Knightly jumped from station platform directly in front of train and was instantly killed.

August 21. — Northampton: J. Kneeland, trespasser, on track, was struck by train and fatally injured.

August 22. — Woburn: John Walsh, driving over Winn Street crossing, was struck by train and instantly killed.

August 22. — Montserrat: Roderick McKenna, trespasser, on track, was struck by train and fatally injured.

August 24. — North Somerville: John Stevenson, brakeman, jammed finger coupling cars.

August 26. — Salem: Stephen Hyde, trespasser, on track, was struck and killed by train.

August 27. — East Cambridge: C. H. Gray, brakeman, fell from top of saloon to ground, injuring his head and wrist.

August 28. — Charlestown: L. S. Grant, brakeman, injured his head while coupling cars.

August 29. — Somerville: H. Johnson, brakeman, riding on top of car, struck his head against Mystic draw tower, slightly cutting head.

August 30. — Edgeworth: D. J. Sullivan, trespasser, caught foot between draw-bars when climbing between two cars.

August 31. — Holyoke: C. H. Cornish, brakeman, jammed two fingers coupling cars.

August 31. — Clinton: Thos. Ferguson, trespasser, jumping on and off train, was run over and instantly killed.

September 1. — Worcester: J. J. Burns, employee, was struck by Fitchburg passenger train and internally injured.

September 2. — South Lawrence: M. McDonough, employee, jammed hand uncoupling cars.

September 2. — Bleachery: Jas. Bennett, employee, jammed two fingers coupling cars.

September 3. — Berlin: Unknown man, trespasser, lying on track, was run over and instantly killed.

September 5. — Lynn: J. H. Stobart, brakeman, riding on top of car, struck overhead bridge and was instantly killed.

September 5. — Mystic Junction: unknown man, trespasser, walking on track, was run over and instantly killed.

September 8. — Bradford: Patrick Kiltredge, passenger, jumped off moving train, fell and cut head badly.

September 9. — Weston: Edward Quirk, a boy trespasser, walking on bridge, was struck by train, thrown off bridge and fatally injured.

September 9. — Boston yard: Wm. Denahy, employee, had head slightly injured coupling cars.

September 12. — Salem: Timothy McCarthy, laborer, in employ of railroad, fell or walked out of baggage-car door, and was run over and instantly killed.

September 14. — Lowell: Samuel D. Whittier, employee, attempting to board freight car, fell between cars, was run over and fatally injured.

September 14. — Ballardvale: Peter O'Neill, passenger, attempting to board moving train, was run over and leg cut off below the knee.

September 16. — Springfield: P. Fitzgerald, brakeman, fell from top of caboose car to ground, injuring his head and leg.

September 16. — Lowell: Geo. R. Perkins, employee, caught and bruised two fingers while coupling cars.

September 21. — Bleachery: Herbert Evans, trespasser, on bridge, was struck by train and thrown on rocks below and badly bruised.

September 22. — Reading: Mrs. Maggie Malone, trespasser, on track, was struck by train and internally injured.

September 23. — Prospect Hill: W. Gall, brakeman, was squeezed through body coupling cars.

September 24. — Springfield: Wm. Hunt, brakeman, had thumb jammed coupling cars.

September 25. — Chicopee: P. Farley, M. Craig and M. McCann, trespassers, on track, were struck by train and instantly killed.

September 25. — Lynn: Thos. Dunn went under gate, attempted to cross in front of moving train and was struck and fatally injured.

September 30. — Lynn: Geo. H. Wallace, trespasser, stepped in front of train and was struck and instantly killed.

September 30. — Haverhill: H. F. Moriarty, brakeman, had left hand crushed between dead-woods coupling cars.

September 30. — Boston: C. Harris, brakeman, had finger slightly jammed coupling cars.

September 30. — Willimansett: Unknown man, trespasser, on track, was struck by train and fatally injured.

October 1. — South Lawrence: Michael Flanigan, trespasser, climbing between cars, fell and was run over and left hand crushed.

October 1. — Holyoke: Joseph Galipeau, brakeman, riding on top of car, fell off and was fatally injured.

October 3. — Lynn: C. Connelly, trespasser, stealing a ride, fell under train and was run over and fatally injured.

October 3. — Lawrence: Alden Dube, brakeman, had right foot slightly jammed in derailment.

October 3. — Somerville: Triffley La Pearl, standing too near track, was struck by train and somewhat injured.

October 4. — Charlestown: Geo. A. Burnham, brakeman, had arm crushed coupling cars.

October 5. — Woburn Highlands: Thos. Kearney, trespasser, on track, was struck by train and instantly killed.

October 5. — Wyoming: Walter Elms, trespasser, stepped in front of train and was struck and fatally injured.

October 5. — Lynn: Mrs. Henry Wilson, passenger, fell in leaving train and was somewhat injured.

October 6. — Salem: unknown man, trespasser, on track, was struck and killed by train.

October 8. — Lake Street: Mrs. A. W. Smith, passenger, jumped off train after it started, fell on station platform and injured her hip.

October 10. — South Lawrence: Frank D. Speller, employee, jumped from engine, was struck by train coming in opposite direction and instantly killed.

October 10. — Charlestown: Joseph Boyd, brakeman, had finger jammed coupling cars.

October 10. — Prospect Hill: J. B. Brown, brakeman, getting down from top of car, was squeezed and somewhat injured.

October 12. — Malden: E. Kinsman, trespasser, on track, was struck by train and killed.

October 14. — Salem: unknown man found dead beside track; supposed to have been struck and killed while walking on track.

October 14. — Pepperell: T. J. Malley, baggage master, jumped from moving train, breaking ligaments above knee.

October 16. — Chelsea: Thos. Watts, trespasser, on track, was struck and instantly killed by train.

October 17. — Salem: John Legassey, brakeman, had hand jammed coupling cars.

October 17. — Peabody: Wm. Tigh drove into train as it was passing over Caller Street crossing, was thrown from wagon and injured about head, legs and arms.

October 18. — Lawrence: L. D. Bickford, brakeman, riding on cars, struck overhead bridge, injuring his head.

October 20. — Charlestown: Frank M. Cole, brakeman, had finger jammed coupling cars.

October 21. — Boston: Joseph Prete, trespasser, on track, was struck by train and thrown into the water and drowned.

October 22. — Winter Hill: W. Banyea, brakeman, walking over train, fell between cars, was run over and left foot badly crushed.

October 22. — Lowell: Chas. Hubbard, brakeman, attempting to make coupling, fell under train and his left foot was run over and crushed.

October 22. — Lynn: Thos. Wilson, brakeman, fell from top of car and was somewhat bruised.

October 24. — Salem: Peter Basse, employee, was thrown from dump car, run over and instantly killed; train was switched up against car in which he was working.

October 24. — Boston: John Johnson, car inspector, at work between cars putting knuckles in draw-bar, was caught and fatally injured.

October 24. — Charlestown: E. Closson, brakeman, getting down between engine and tender, was caught and foot badly jammed.

October 29. — Swampscott: Fred Millett (or Willett), trespasser, on track, was struck by train and fatally injured.

October 29. — Worcester: H. A. Crowley, brakeman, getting from top of car to ground, fell, bruising back and side.

October 29. — Prospect Hill: L. T. Cheever, brakeman, coupling engine to caboose, had little finger crushed.

October 30. — South Lawrence: Thos. C. Murray, brakeman, was somewhat injured in derailment at South Lawrence.

October 31. — Greenfield: F. H. Bellows, brakeman, making coupling, had two fingers caught and badly jammed.

November 1. — East Boston: John E. Waldron, brakeman, had finger jammed coupling cars.

November 2. — Edgeworth: Fred Tibbetts, engineer, had back injured in collision.

November 2. — Edgeworth: C. A. Parker, employee; Levi Pollard, employee; Walter Thayer, passenger; A. Bigelow, passenger; Manuel Peterson, passenger; Louis Moulton, passenger; Mrs. Crowe, passenger; — Coburn, passenger; — Bears, passenger, were slightly injured in collision at Edgeworth.

November 2. — Edgeworth: John Flaherty, brakeman, riding on car, was thrown off and instantly killed, on account of collision.

November 3. — Lowell: A. B. Evans, brakeman, had finger crushed coupling cars.

November 4. — Haverhill: S. W. Goodland, brakeman, making coupling, was caught and body jammed.

November 5. — Winchester: Michael Lanier, brakeman, had finger jammed coupling cars.

November 7. — Lowell: Cornelius James, brakeman, walked off end of car and fell to ground, injuring him quite badly.

November 7. — Ayer: B. R. Palmer, brakeman, was somewhat jammed while making coupling.

November 7. — Ipswich: Elsworth Walton, trespasser, jumping off moving train, fell and injured his head.

November 8. — Greenfield: Henry Donovan, boy, playing about cars, was struck by engine and head cut.

November 9. — Lowell: Wm. Sullivan, trespasser, attempted to cross track in front of train and was struck and badly injured about head.

November 9. — Chelsea: Geo. W. Goodwin, trespasser, stealing ride, was caught between draw-bars and foot crushed.

November 9. — Chelsea: Catherine Carney, passenger, stepped off moving train and injured her ankle.

November 11. — Amesbury: Charles True, brakeman, had hand jammed coupling cars.

November 12. — Quinapoxet: Wm. Day and Lewis Robinson, driving across tracks, were struck by engine and somewhat injured.

November 12. — Ware: M. F. Mulderick, brakeman, had fingers jammed coupling cars.

November 13. — Amesbury: unknown man, trespasser, walking on track, was struck by engine and killed.

November 18. — East Cambridge: unknown man, trespasser, was found on track, somewhat injured.

November 18. — Salem: B. T. Pedrick, employee, had finger jammed while making coupling.

November 18. — Chicopee: Mrs. John Collins, passenger, jumped from moving train and fell on station platform, injuring wrist.

November 19. — Charlestown: Seth T. Pinkham, brakeman, had hand crushed making coupling.

November 21. — Charlestown: Chas. H. Hughes, brakeman, had hand crushed coupling cars.

November 21. — Middlesex Street, Lowell: Martin Hansburg, employee, jumped from moving train, injuring his head and hand.

November 22. — Winchester: Michael Farvey, employee, had hand crushed coupling cars.

November 25. — Oakdale: Wm. Robinson, brakeman, had arm jammed coupling cars.

November 26. — Lowell: John Moran, employee, attempting to cross track in front of engine, was struck and badly injured.

November 26. — East Cambridge: P. Reagan, employee, unloading freight, was thrown against side of car and back injured by a car striking the one in which he was at work.

November 26. — South Lawrence: Geo. E. Hayes, brakeman, had arm jammed coupling cars.

November 27. — Middlesex Street, Lowell: Joseph Tremean, employee, had finger jammed coupling cars.

November 28. — Lynn: Fred A. Wilts, fireman, on tender shovelling coal, struck overhead bridge, injuring his head.

November 28. — Gloucester: F. A. Hanley, passenger, leaned out too far from platform of car, was struck by switch stand and thrown off car, injuring his head.

November 28. — Wigginsville: James Hagerty, trespasser, walking on track, fell against passing train and was somewhat injured.

November 29. — East Cambridge: E. Thomas, brakeman, had finger jammed coupling cars.

November 30. — South Lawrence: Dennis Marquis, brakeman, had hand badly jammed coupling cars.

December 5. — Bernardston: C. Delong, brakeman, had finger crushed coupling cars.

December 6. — Springfield: M. Barrett, brakeman, had thumb jammed coupling cars.

December 7. — Holyoke: John Black, employee, had finger jammed coupling cars.

December 9. — Holyoke: Andrew Dunn, brakeman, riding on side of car, was struck by passing train and knocked off and his side somewhat injured.

December 10. — Greenfield: G. W. Hibbard, brakeman, had hand jammed coupling cars.

December 11. — Salem: Harry M. Griffin, passenger, attempting to board moving train, was run over and both feet taken off.

December 18. — Wakefield: body of Max S. Carleton found on Elm Street crossing; supposed to have been killed by train.

December 14. — Somerville: Harris Coromorphis walked around gate and in attempting to cross track was struck by engine and his ankle injured.

December 16. — East Cambridge: Harry Lingley, conductor, getting off engine, foot was caught and crushed between engine and tender.

December 16. — Swampscott: — Graves, trespasser, found beside track with head badly cut; supposed to have been walking on track and struck by train.

December 16. — South Lawrence: Adelbert S. Patch, employee, had thumb and finger jammed coupling cars.

December 17. — Winter Hill: E. Wescott, passenger, attempting to board moving train, foot was run over and crushed.

December 17. — Ward Hill: Kate Sheehan, passenger, stepped off moving train and fell on station platform, injuring her knee.

December 18. — Boston: Geo. E. Walker, employee, attempting to cross track in front of engine, was struck and fatally injured.

December 18. — Lincoln Square: John Prevost, brakeman, had hand jammed coupling cars.

December 19. — South Lawrence: body of Geo. Bosson, trespasser, found on track.

December 19. — Salem: Thos. Crane, trespasser, climbing between cars, was caught and had foot jammed.

December 19. — West Lynn: Michael W. Moore, trespasser, went under gate, and in attempting to cross track was struck by car and had face and hand slightly cut.

December 20. — Mystic Wharf: A. B. Thompson, brakeman, had hand jammed coupling cars.

December 21. — Beverly: Oliver Rundlett, trespasser, walking on track, was struck by engine and fatally injured.

December 21. — Salem: H. C. True, employee, had thumb jammed coupling cars.

December 24. — Holyoke: A. M. Burt, trespasser, climbing between freight cars on crossing, was caught and foot jammed.

December 26. — Mystic Wharf: Fred Winchester, employee, had finger crushed coupling cars.

December 30. — Lowell: A. E. Dodge, brakeman, had two fingers broken coupling cars.

December 30. — Lawrence: Daniel Livingston, brakeman, had hand jammed coupling cars.

December 31. — Bleachery: F. J. Quimby, brakeman, riding on freight car, fell off and injured his knee.

January 1, 1896. — Stoneham: Mrs. J. Harrigan, attempting to cross track at crossing, was struck by engine and her head and side injured.

January 2. — Melrose Highlands: Elijah D. Baker went under gate, was struck by train and instantly killed.

January 3. — Lowell: Louis Goudette, employee, had hand jammed coupling cars.

January 6. — Prospect Hill: Richard Mack, passenger, jumped off moving train and fell, breaking leg.

January 6. — Winchester: Mrs. Howard McDonald, passenger, jumped off moving train and fell, bruising her face.

January 8. — Andover: Edward D. Ross, brakeman, had finger jammed coupling cars.

January 8. — South Boylston: Henry St. John, employee, working on track, was struck by train and head cut.

January 10. — Charlestown: Geo. E. Burnham, brakeman, crushed thumb coupling cars.

January 12. — Chelsea: John A. Landin found beside track with legs broken and injured internally; supposed to have been walking on track and struck by train.

January 13. — Somerville: Samuel Johnson, trespasser, walking on track, was struck by engine and his arm broken.

January 13. — Raddins: Bernard Murray stepped in front of engine and was struck and instantly killed.

January 15. — Middlesex Street, Lowell: Geo. H. Tulley, brakeman, coupling cars, was thrown down when they came together and his leg run over and crushed.

January 15. — South Lawrence: Arthur Gamreau, brakeman, hand slightly jammed coupling cars.

January 18. — Ward Hill: Henry Ward, trespasser, found beside track fatally injured.

January 20. — Mystic Wharf: W. E. Lynch, brakeman, had fingers crushed coupling cars.

January 20. — Greenfield: Story Donaldson, trespasser, a minor, attempting to make coupling, had arm jammed.

January 20. — Lynn Common: Miss Lizzie Ridlow, trespasser, walking on track, was struck by engine and seriously injured.

January 23. — Chelsea: Benjamin Rusinski was struck by engine while driving across track and instantly killed.

January 25. — Haverhill: Edward M. Clark, trespasser, walking on track, was struck by train and killed.

January 25. — Greenfield: E. S. Ball, brakeman, had fingers crushed coupling cars.

January 25. — Mystic Wharf: Jas. J. Kane, brakeman, making coupling, stepped into a hole and fell, injuring his hip and arm.

January 25. — Clinton: Herbert E. Brown, passenger, getting off car, slipped and fell, injuring his back and legs.

January 26. — Boston: Joseph Brady, trespasser, found beside track with leg cut off.

January 27. — Northampton: Wm. D. Carroll, driving across track, was struck by engine and instantly killed.

January 30. — East Somerville: Geo. H. Mitsman, brakeman, on car, struck head against coal brace and was knocked off car, run over and instantly killed.

January 30. — Hamilton and Wenham: Wm. H. Connell, brakeman, getting down side of car, struck awning on station and was somewhat injured.

January 30. — Haverhill: J. B. Bartlett, brakeman, had hand jammed coupling cars.

January 30. — North Lawrence: Louis F. Doran, brakeman, had finger jammed coupling cars.

January 31. — Wellington: Abbie M. Rood, trespasser, walking on track, was struck by train and injured about stomach and lower limbs.

February 1. — Lowell: John Moran, brakeman, had finger jammed coupling cars.

February 2. — East Somerville: F. Andrews, brakeman, jumped off moving engine and injured his knee.

February 1. — **Essexville**: Fred Mahan fell on track in front of cars and was run over and his head crushed: apparently intoxicated.

February 2. — **Lowell**: G. E. Buckingham, fireman, slipped off engine and sustained his ankle.

February 4. — **South Lawrence**: Daniel Hart, brakeman, had arm jammed coupling cars.

February 4. — **Lebanon**: Wm. Emerson, brakeman, had fingers jammed coupling cars.

February 7. — **North Cambridge Junction**: R. J. Melville, passenger, jumped off from platform of rear car and was run over and his leg taken off, resulting in death.

February 9. — **Malden**: H. A. Tardiff, brakeman, hanging up tail light, slipped from car and was fatally injured.

February 11. — **East Boston**: J. F. A. Bell, employee: W. H. Hussey, employee: Tim Tilling, employee: J. K. Morton, passenger, were somewhat injured in derailment.

February 12. — **North Lawrence**: John Callahan, employee, had thumb jammed coupling cars.

February 12. — **Fells**: unknown man, passenger, jumped from moving train, fell under wheels and was instantly killed.

February 13. — **Lincoln Square**: W. H. Gillen, brakeman, had fingers jammed coupling cars.

February 13. — **Broadway**: Lucien Vogt, passenger, attempting to board moving train, had his foot crushed.

February 17. — **Boston**: George W. Humphrey, brakeman, riding on car, fell off, breaking his leg.

February 19. — **East Cambridge**: C. H. Lee, brakeman, had body jammed coupling cars.

February 19. — **Charlestown**: Chas. W. Rogers, brakeman, had finger jammed coupling cars.

February 20. — **Haverhill**: N. C. Burke, brakeman, had fingers jammed coupling cars.

February 21. — **Charlestown**: A. M. Perry, brakeman, coupling cars, had shoulder caught, injuring his collar bone.

February 22. — **Somerville**: Joseph Askey, engineer, getting into cab, was caught between engine house and engine and crushed to death.

February 24. — **Haverhill**: Geo. D. Bartlett, trespasser, attempting to board moving engine, fell and had fingers crushed.

March 4. — **Mystic Wharf**: Wm. Mahan, driving across track, was struck by engine and fatally injured.

March 5. — **Prospect Hill**: E. Cooper, brakeman, had finger jammed coupling cars.

March 7. — **North Lawrence**: W. W. Barridge, employee, slightly cut head in derailment.

March 9. — **Lincoln Square**: H. D. Flint, brakeman, had finger jammed coupling cars.

March 10. — **Northampton**: Jacob Choate, brakeman, getting down side of car, fell, breaking his leg.

March 11. — **Lowell**: Mary Bigley, Isaac Hunter and John Greow, passengers, were slightly injured in collision.

March 12. — **Salem**: James Ennis, section man, working on track, stepped in front of engine, was struck and his head cut and ankle crushed.

March 12. — Melrose: Mrs. A. E. Lang, passenger, getting off train, fell, injuring her shoulder and arm.

March 12. — Salem: George A. Wood, brakeman, had thumb crushed coupling cars.

March 13. — Rockport: Alex. Costerson and John Anderson, passengers, jumped off moving train and were somewhat injured.

March 14. — Mystic Wharf: J. C. McEachern, brakeman, had body jammed coupling cars.

March 19. — East Cambridge: W. A. Landy, brakeman, had body jammed coupling cars.

March 20. — Lowell: Mrs. Phillip Lable, passenger, jumped from train after it started, and fell, injuring side and wrist.

March 21. — Bleachery: Chas. Dolphin, brakeman, had fingers bruised coupling cars.

March 25. — Lynn Common: Theodore Flagg, employee, jumped from moving train, dislocating both knees.

March 26. — Andover: unknown man, trespasser, found beside track with arm crushed and head cut; supposed to have been walking on track and struck by engine.

March 27. — North Billerica: Timothy Dwyer attempted to cross track in front of engine, was struck and thrown from wagon and head cut.

March 27. — Woburn: John B. Hoag, passenger, stepped off moving train and fell, bruising his face.

March 31. — Somerville: Archibald S. Yale, boy four years old, had foot crushed by putting hand on moving train, which threw him under the wheels.

April 2. — Greenfield: E. M. Kavanagh, brakeman, had arm jammed coupling cars.

April 3. — North Andover: body of unknown woman found on track; supposed to have been killed by train.

April 3. — Winchester: Geo. French, employee, letting off brake, was thrown from car and somewhat injured.

April 4. — Cambridge: M. Dupee, brakeman, had thumb crushed coupling cars.

April 7. — East Boston: Geo. Bishop, trespasser, riding on brake beam, fell under train and was instantly killed.

April 9. — Salem: M. Reagan, brakeman, riding on car, fell off, slightly injuring his back.

April 12. — East Lexington: Rose McDonald, passenger, stepping from car to station platform, fell, spraining her ankle.

April 13. — Beverly: Chester Blake, passenger, intoxicated, jumped from moving train, injuring his head.

April 14. — Lynn: John O'Brien, trespasser, went under gates and attempted to cross track, and was struck by engine and had leg broken and skull fractured.

April 17. — Prospect Hill: J. D. Bennett, employee, coupling cars, leg was run over.

April 18. — Salem: Frank Warren, trespasser, walking on track, was struck by engine and his leg and head cut.

April 22. — Worcester: James Wilkins, employee, while making coupling, fell and was run over and instantly killed.

April 22. — South Lancaster: James Kelley, trespasser, was on the track, quarrelling with another man, and was struck by engine and head cut.

April 22. — Haverhill: E. S. Smith, employee, stepped in front of engine was struck and hip crushed.

April 23. — East Cambridge: Mrs. Mason, passenger, while alighting from train, sprained her knee.

April 23. — Waverleend: Richard Humphrey, brakeman, had thumb jammed coupling cars.

April 23. — South Lawrence: Thos. Donahue, brakeman, while coupling cars, was run over and fatally injured.

April 26. — Salem: Patrick Rowan, trespasser, struck by train and killed: supposed to have been walking on track.

April 30. — Lowell: Merton Harrington, trespasser, attempted to cross track between cars, was caught and foot jammed.

April 30. — Danversport: Chas. Bixby, brakeman, attempting to get to engine, fell and was run over and his legs crushed.

May 1. — West Street: John White, trespasser, walking on track was struck by engine and fatally injured.

May 2. — North Chelmsford: Geo. Cagwood, trespasser, walking on track, was struck by engine and killed.

May 4. — Mystic Wharf: Thomas Carr, trespasser, sleeping on track with foot over rail, was run over and part of foot taken off.

May 5. — Colchester: Owen Blanchard, brakeman, had arm jammed coupling cars.

May 7. — Medford: Eugene Rocher, boy, was on top of car and started to get off, but engine moved car and he fell, fracturing his skull.

May 11. — Winchester: unknown man, trespasser, found dead beside track: supposed to have been walking on track.

May 11. — Cross Street: Wm. Cavanaugh, brakeman, was setting brake, when wheel broke and he fell against side of car injuring his shoulder.

May 11. — Lowell: Byron Cavanaugh, on team backing to take freight from car, when wagon was struck by cars, throwing him off, somewhat injuring him.

May 11. — Salem: John O. Perren, employee, had thumb jammed coupling cars.

May 12. — Revere: G. E. Burnham, brakeman, riding on car, struck overhead bridge, injuring his side and head.

May 12. — Waverleend: Alex. Erickson entered car to see a friend, left car while in motion and fell, injuring his head.

May 16. — Haverhill: Morris E. Trafton, employee, attempted to board moving train, fell, and was run over and instantly killed.

May 17. — Northampton: Zeno Zedover, trespasser, standing on bridge, was struck by shifter and instantly killed.

May 22. — East Cambridge: A. L. Beebe, brakeman, had finger jammed coupling cars.

May 28. — Rockport: unknown man, trespasser, walking on track, was struck by engine and instantly killed.

May 29. — Charlestown: Jas. A. Harlett, brakeman, had arm crushed coupling cars.

May 30. — Oakdale: Joseph King, switchman, had fingers jammed coupling cars.

May 31. — Salem: body of unknown man found beside track: supposed to have been walking on track.

June 1. — North Chelmsford: T. S. Seeley, brakeman, walking on top of train, fell between cars, injuring his knee and hip.

June 5. — Boston: M. Daley, brakeman, setting brake, when dog slipped and he fell off car, slightly injuring head and neck.

June 6. — Marblehead: Edw. Plummer, trespasser, walking on track, was struck by train and head injured.

June 6. — John Twohey, trespasser, lying on track, was run over and instantly killed.

June 8. — Winter Hill: James Mitchell, trespasser, attempting to cross track in front of engine, was run over and instantly killed.

June 8. — Beverly: Chas. Carey found beside track with head cut; supposed to have been a passenger and fell from train.

June 8. — Rockport: J. L. Brewster, passenger, was thrown against car window by engine striking against bunter post, and was somewhat shaken up.

June 9. — Charlestown: Chas. H. Whitehead, employee, had fingers crushed coupling cars.

June 11. — Hudson: E. C. Hamblett, station agent, walking beside train, tripped and fell and car passed over his hand, cutting it off.

June 17. — Newburyport: Cassius Rayns, trespasser, found beside track intoxicated, with head and hand injured.

June 26. — Prospect Hill: John Hartnett, brakeman, fell off car as train was slacking and was run over and fatally injured.

June 28. — Holyoke: unknown man, trespasser, standing on track, was struck by engine and instantly killed.

June 29. — Lowell: Michael Consontine, trespasser, riding on freight train, fell off and was somewhat injured.

June 30. — Oakdale: Alex. Auger, trespasser, walking on bridge, was seriously injured; Annie Auger, trespasser, walking on bridge, was killed; Eliza Auger, trespasser, walking on bridge, was killed; Jennie Lafavour, trespasser, walking on bridge, was seriously injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. T. A. Mackinnon, *First Vice-President*, Boston, Mass. W. F. Berry, *Second Vice-President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Wm. J. Hobbs, *General Auditor*, Boston, Mass. Sigourney Butler, *Clerk of Corporation*, Boston, Mass. Solomon Lincoln, *General Counsel*, Boston, Mass. Geo. F. Evans, *Assistant General Manager*, Boston, Mass. D. W. Sanborn, *General Superintendent*, Boston, Mass. D. J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. M. T. Donovan, *General Freight Agent*, Boston, Mass.

NAME AND RESIDENCE OF BOARD OF DIRECTORS.

JOHN T. BOSTON MASS. SAMUEL C. LAWRENCE, Medford, Mass.
 JOHN A. BOSTON MASS. GEORGE M. PALMER, Chicago, Ill. RICHARD
 L. BOSTON MASS. WILLIAM T. BART, Boston, Mass. A. W. SULLOWAY,
 FRANKLIN F. E. JONES, E. W. BOSTON MASS. WALTER HUNNEWELL,
 VERNON MASS. HENRY L. BEECH, BOSTON MASS. ARETHA BLOOD, Manchester.
 F. E. LEWIS, New York N. Y. HENRY M. WHITNEY, Brook-
 line, Mass. HENRY F. FIDLOCK, New York N. Y. WILLIAM WHITING, Holyoke,
 Mass. JOHN A. FAL, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are true, just and true.

LEWIS TUTTLE,
SAMUEL C. LAWRENCE,
WM. T. HART.
HENRY R. REED,
ARETAS BLOOD,
JOHN A. HALL,
A. W. SULLOWAY,
J. S. RICKER,
WALTER HUNNEWELL.

Directors.

AMOS BLANCHARD.

Treasurer.

T. A. MACKINNON.

First Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

STUFFOLK COUNTY, ss. SEPT. 10, 1896. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Wm. T. Hart, Henry R. Reed, Aretas Blood, John A. Hall, A. W. Sulloway, J. S. Ricker, Walter Hunnewell, Amos Blanchard, and, on September 11, T. A. Mackinnon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER.

Justice of the Peace.

Approved.

GEO. H. POOR,

Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1896.

Cr.		
Amount on hand as per report of June 30, 1895,		\$1,924 35
Annual payment to sinking fund by the Boston & Maine Railroad for the year ending Sept. 1, 1895,		100,000 00
Payment by the Boston & Maine Railroad excess of cost of certificates of indebtedness over the fair value fixed by the trustees Oct. 22, 1895,		8,828 50
Proceeds of two lots of land in Revere,		2,019 10
Interest on deposit at Shawmut National Bank,		821 20
		<hr/> \$118,098 15
Dr.		
Cost of certificates of indebtedness purchased Oct. 22, 1895, \$89,500,	\$110,858 50	
Accrued interest paid,	790 58	
	<hr/> \$111,649 08	
Balance on hand, deposited at Shawmut National Bank,	1,444 07	
	<hr/>	\$118,098 15

WILLARD P. PHILLIPS,
CHARLES R. CODMAN,
CHAS. U. COTTING,
Trustees Eastern Railroad.

Boston, June 30, 1896.

To the Railroad Commissioners of Massachusetts.

GENTLEMEN:— We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1896, were as follows:—

Certificates payable in sterling money of Great Britain,	£320,000
Certificates payable in gold dollars of the United States,	\$7,089,500 00
Scrip certificates,	21 cents.

The above shows a decrease from amount last reported of \$89,500, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

WILLARD P. PHILLIPS,
CHARLES R. CODMAN,
CHAS. U. COTTING,
Trustees Eastern Railroad.

Boston, June 30, 1896.

RETURN

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$489,800 00
Dividends received on stocks owned,		400 00
GROSS INCOME,		\$490,200 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$2,681 40	
Interest on funded debt,	86,800 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		89,431 40
NET DIVISIBLE INCOME,		\$400,768 60
Dividends declared (10 per cent),		400,000 00
SURPLUS FOR YEAR ENDING JUNE 30, 1896,		\$768 60
Amount of surplus June 30, 1895,		79,303 04
TOTAL SURPLUS JUNE 30, 1896,		\$80,071 64
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		Dr.
Cost of road,		\$5,046,088 30
Cost of equipment,		871,234 35
Stock of Providence, Warren & Bristol Rail- road Company,	\$158,505 00	
Stock of Union Freight Railroad Company,	79,014 42	
Lands in Massachusetts,		237,519 42
		82,183 94
TOTAL PERMANENT INVESTMENTS,		\$6,237,026 01
Cash,	\$155,688 18	
Sinking and other special funds,	10,090 00	
TOTAL CASH AND CURRENT ASSETS,		165,778 13
TOTAL,		\$6,402,804 14

LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$4,000,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	2,170,000 00
Current liabilities:										
Dividends not called for,	.	.	.	.	.	.	.	.	.	\$4,172 50
Matured interest coupons unpaid (including	.	.	.	.	.	.	.	.	.	48,560 00
coupons due July 1),	.	.	.	.	.	.	.	.	.	100,000 00
Dividends due July 1,	.	.	.	.	.	.	.	.	.
TOTAL CURRENT LIABILITIES,										152,732 50
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	80,071 64
TOTAL,										\$6,402,804 14
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$4,000,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	4,000,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$4,000,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	40,000
Number of stockholders,	.	.	.	.	.	.	.	.	.	1,655
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	1,313
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$3,390,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Plain bonds,	4	1918,	\$2,170,000 00	\$87,240 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,
205 SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Benjamin B. Torrey, *Treasurer and Clerk of Corporation*, 205 Sears Building, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston, Mass. Roger Wolcott, Boston, Mass. (resigned March 18, 1896). John Lowell, Chestnut Hill, Mass. Edward W. Hooper, Cambridge, Mass. Charles P. Bowditch, Boston, Mass. Robert I. Gammell, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROYAL C. TAFT,
ROBT. H. STEVENSON,
JOHN LOWELL,
EDWARD W. HOOPER,
Directors.
B. B. TORREY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 17, 1896. Then personally appeared the above-named Royal C. Taft, Robert H. Stevenson, B. B. Torrey, John Lowell and Edward W. Hooper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALEXANDER TYLER,
Justice of the Peace.

RETURN

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$253,844 55
Operating expenses,		188,576 14
NET INCOME FROM OPERATION,		\$65,268 41
Miscellaneous income, less expense of collecting: sale of old material, rents, etc.,		19,728 12
GROSS INCOME ABOVE OPERATING EXPENSES,		\$84,996 53
Charges upon income accrued during the year:		
Interest on funded debt,	\$35,450 00	
Interest and discount on unfunded debts and loans,	9,984 79	
Taxes,	9,101 03	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		54,535 82
NET DIVISIBLE INCOME,		\$30,460 71
Dividends declared (4 per cent),		34,000 00
Deficit for the year ending June 30, 1896,		\$3,539 29
Amount of surplus June 30, 1895,	\$75,894 94	
Additions during the year: profit on land sold,	2,020 67	
	\$77,915 61	
Deductions during the year:		
Engine houses,	\$1,986 71	
Locomotives,	13,243 65	
Supplies at shops,	2,000 00	
TOTAL DEDUCTIONS,	17,230 36	
TOTAL SURPLUS JUNE 30, 1896,		\$57,145 96

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$250,744 15		
Deductions:			
Excess fares refunded, . . . . .	. . . . .	\$5,899 60	
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$253,844 55
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	253,844 55

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$7,520 00
Salaries of clerks and attendants,	2,687 27
General office expenses and supplies,	1,051 46
Insurance,	5,238 52
Law expenses,	434 89
Stationery and printing (general offices),	1,091 95
Other general expenses: hospital and relief association, band concerts,	1,292 15
TOTAL,	\$19,316 24
Maintenance of way and structures:	
Repairs of roadway,	\$17,239 95
Renewals of rails,	600 00
Renewals of ties,	2,488 00
Repairs and renewals of bridges and culverts,	736 20
Repairs and renewals of fences, road crossings, signs and cattle guards,	1,044 57
Repairs and renewals of buildings and fixtures,	4,097 99
TOTAL,	\$26,206 71
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$8,992 39
Repairs and renewals of passenger cars,	6,915 99
Repairs and renewals of marine equipment,	3,049 50
TOTAL,	\$18,957 88
Conducting transportation:	
Engine and roundhouse men,	\$14,204 50
Fuel for locomotives,	13,656 63
Water supply for locomotives,	2,704 35
Oil, tallow and waste for locomotives, }	769 54
Other supplies for locomotives, }	
Train service,	23,680 05
Train supplies and expenses,	1,716 76
Switchmen, flagmen and watchmen,	17,872 35
Telegraph expenses,	1,940 53
Station service,	17,046 30
Station supplies,	8,616 47
Loss and damage,	35 00
Injuries to persons,	3 00
Operating marine equipment,	19,659 52
Advertising,	290 31
Stationery and printing,	1,900 00
TOTAL,	\$124,095 31

Recapitulation :

General expenses,	\$19,316 24
Maintenance of way and structures,	26,206 71
Maintenance of equipment,	18,957 88
Conducting transportation,	124,095 31
TOTAL OPERATING EXPENSES,	\$188,576 14
Percentage of operating expenses to earnings,	74.28

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.		Dr.
Cost of road,		\$1,442,661 23
Cost of equipment,		251,317 23
Real estate,		99,251 92
Other permanent property : ferry boats,		78,000 00
TOTAL PERMANENT INVESTMENTS,		\$1,866,230 38
Cash,	\$23,226 23	
Bills receivable,	365 00	
Due from solvent companies and individuals,	1,431 80	
Other cash assets,	2,608 28	
TOTAL CASH AND CURRENT ASSETS,		27,631 31
Materials and supplies,		10,813 18
TOTAL,		\$1,904,674 87
LIABILITIES.		Cr.
Capital stock,		\$850,000 00
Funded debt,		639,000 00
Current liabilities :		
Loans and notes payable,	\$330,000 00	
Audited vouchers and accounts,	11,210 91	
Dividends not called for,	84 00	
Matured interest coupons unpaid (including coupons due July 1),	120 00	
Miscellaneous current liabilities : sundry amounts,	1,164 00	
TOTAL CURRENT LIABILITIES,		342,528 91
Sinking and other special funds : improvement fund,		16,000 00
Profit and Loss balance (surplus),		57,145 96
TOTAL,		\$1,904,674 87

PROPERTY ACCOUNTS.

Additions to construction account : lands, land damages and fences,	\$1,276 92
Other expenditures charged to property accounts : real estate,	5,237 69
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$6,514 61

Deductions from property accounts: property
sold or reduced in valuation and credited
to property accounts:

Engine houses, etc.,	\$3,636 71
Locomotives,	16,000 00

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	\$19,636 71
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NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$13,122 10
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IMPROVEMENT FUND OR ACCOUNT.

Amount of improvement account June 30, 1895,	\$16,000 00
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TOTAL IMPROVEMENT ACCOUNT JUNE 30, 1896,	\$16,000 00
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CAPITAL STOCK.

Capital stock authorized by law,	\$1,125,000 00	
Capital stock authorized by votes of company,	1,125,000 00	
Capital stock issued and outstanding,		\$850,000 00
Number of shares issued and outstanding,	8,500	
Number of stockholders,	310	
Number of stockholders in Massachusetts,	280	
Amount of stock held in Massachusetts,	\$653,900 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	6	July 15, 1906,	\$350,000 00	\$21,000 00
Mortgage bonds of Winthrop Branch,	5	Sept. 1, 1905,	289,000 00	14,450 00
TOTALS,			\$639,000 00	\$35,450 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue,		2,640,045
Number of passengers carried one mile,		13,998,676
Number of passengers carried one mile per mile of road operated,		1,036,938
Average length of journey per passenger,		5.302 miles.
Average amount received from each passenger,		9.610 cents.
Average amount received per passenger per mile carried,		1.810 "
Passenger earnings per mile of road operated,		\$18,803 30
Passenger earnings per passenger-train mile run,		87.45 cents.
Operating expenses:		
Operating expenses per mile of road operated,		\$13,968 60
Operating expenses per revenue-train mile run,		64.96 cents.

Train mileage:	
Miles run by passenger trains,	290,263
Total mileage of trains earning revenue,	290,263
Miles run by construction and other trains,	1,733
Total train mileage,	291,996
Fares and freights:	
Average rate of fare per mile on local tickets,	2.10 cents.
Average rate of fare per mile on commutation tickets,	1.52 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	1,094,652
Number of passengers (including season-ticket) from Boston,	1,096,117
Employees:	
Average number of persons employed,	184

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.				
ROLLING STOCK.				
			Number Owned.	
LOCOMOTIVES.				
Passenger,			e	Tons. 28 35
ROLLING STOCK.				
		Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.
				Name of Coupler.
CARS — PASSENGER SERVICE.				
Passenger cars,	43	43	43	Miller.
Combination cars,	8	8	8	Miller.
TOTAL,	51	51	51	
CARS — FREIGHT SERVICE.				
Box cars,	3	-	-	
Flat cars,	4	-	-	
TOTAL,	7	-	-	
CARS — COMPANY'S SERVICE.				
Gravel cars,	10	-	-	
Number of 8-wheel cars in passenger service fitted with brakes for all wheels,				
				51

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	14
Number of crossings of company's railroad by highways above railroad,	11
Number of highway crossings at grade protected by gates,	8
Number of highway crossings at grade protected by flagmen,	6
Number of highway bridges less than 18 feet above track,	9
Height of lowest highway bridge above track,	12 ft., 4 in.
MISCELLANEOUS.	
Total length of railroad line operated by the company,	13.50 miles.
Total length of railroad line operated in Massachusetts,	13.50 "
Total length of railroad track (computed as single track) operated by the company,	26.35 "
Total length of railroad track (computed as single track) operated in Massachusetts,	26.35 "
Total length of track now laid with steel rails on same,	25.35 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	3	-	6	-	9	-	9
Employees, .	-	-	-	5	-	5	-	5
Other persons,	-	-	1	5	1	5	1	5
TOTAL, .	-	3	1	16	1	19	1	19

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 15, 1895. — John Dolan, while driving a coal team across the track at the gas house crossing, Lynn, was struck by a locomotive and killed.

August 4. — Mabel Patterson, a passenger, was struck in the head by a stone thrown through the window; not much injured.

August 8. — W. J. Keys, an employee, jumped from a moving train at Orient Heights and injured his hip.

August 26. — E. P. Balch attempted to get onto a train while in motion near Winthrop Beach. He was dragged onto the bridge and fell into the mud, injuring his head.

September 15. — Mrs. G. E. Simon, a passenger, fell on car steps at East Boston and was slightly injured.

September 21. — Mrs. Curtis, a passenger, while alighting from a train at Crescent Beach, fell and injured her arm.

October 18. — J. W. Ramsey, an employee, jumped from a moving train at Wood Island and fractured his knee pan.

October 21. — Willie Connors, while stealing a ride on the train, fell and struck his head; not much injured.

November 5. — Mrs. C. M. Shattuck, a passenger, was slightly injured near Wood Island. A stone was thrown through the car window and the glass cut her.

November 22. — Walter Murphy, while walking on the track at East Boston, was struck by the car steps; his leg was injured.

December 16. — Mrs. Partridge, a passenger, had her hand jammed in the door of the car; not much injured.

January 6, 1896. — An unknown man was struck by a locomotive on Pleasant Street crossing, Lynn; not much injured. Gates were down at the time.

January 8. — Miss Jessie Donohue stepped from a train at Orient Heights before it had stopped, and fell, slightly injuring herself.

March 6. — Bridget Clancy tried to get onto a train at East Boston after it had started, and fell; she was injured considerably.

March 19. — Annie Gray went under the gates at Marginal Street, East Boston, and was struck by a train; her back was injured.

April 5. — W. A. Brown, a passenger, was cut in the face by broken glass, a stone being thrown through the window.

April 15. — J. W. Ramsey, an employee, fell at the machine shop and injured his knee.

April 28. — M. Moore, an employee, had his foot jammed in a lathe in the machine shop.

May 13. — H. Murley, an employee, had his leg broken by a car wheel falling on it.

June 17. — August Page, while walking on the Harbor View bridge, was struck by the car steps of a passing train and slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry R. Reed, Boston, Mass. Joseph S. Ricker, Portland, Me. Elijah B. Stoddard, Worcester, Mass. Amos F. Breed, Lynn, Mass. Henry F. Hurlburt, Lynn, Mass. John A. Fenno, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
J. S. RICKER,
HENRY R. REED,
A. F. BREED,
JOHN A. FENNO,

Directors.

JOHN A. FENNO,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 26, 1896. Then personally appeared the above-named Melvin O. Adams, J. S. Ricker, Henry R. Reed and A. F. Breed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. FENNO,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 26, 1896. Then personally appeared the above-named John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN O. ADAMS,
Justice of the Peace.

RETURN

OF THE

CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,166 30
Operating expenses,	4,125 94
NET INCOME FROM OPERATION,	\$1,040 36
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,040 36
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$471 24
Taxes,	306 98
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	778 22
SURPLUS FOR YEAR ENDING JUNE 30, 1896,	\$262 14
TOTAL SURPLUS JUNE 30, 1896,	\$262 14
EARNINGS FROM OPERATION.	
Freight service: gross receipts from freight,	\$5,166 30
GROSS EARNINGS FROM OPERATION,	\$5,166 30
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$21 75
Insurance,	156 25
TOTAL,	\$178 00
Maintenance of way and structures: repairs of roadway,	\$274 49
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$279 58
Repairs and renewals of freight cars,	95 53
TOTAL,	\$375 11

Conducting transportation :										
Engine and roundhouse men,	.	.	.	.	.	.	.	.	.	\$785 33
Fuel for locomotives,	.	.	.	.	.	.	.	.	.	1,092 96
Water supply for locomotives,	.	.	.	.	.	.	.	.	.	18 18
Oil, tallow and waste for locomotives,	.	.	.	.	.	.	.	.	.	144 25
Train service,	.	.	.	.	.	.	.	.	.	568 60
Switchmen, flagmen and watchmen,	.	.	.	.	.	.	.	.	.	689 02
TOTAL,										\$3,298 34
Recapitulation :										
General expenses,	.	.	.	.	.	.	.	.	.	\$178 00
Maintenance of way and structures,	.	.	.	.	.	.	.	.	.	274 49
Maintenance of equipment,	.	.	.	.	.	.	.	.	.	375 11
Conducting transportation,	.	.	.	.	.	.	.	.	.	3,298 34
TOTAL OPERATING EXPENSES,										\$4,125 94
Percentage of operating expenses to earnings,										79.86

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$18,068 09
Cost of equipment,	.	.	.	.	.	.	.	.	.	10,500 00
TOTAL PERMANENT INVESTMENTS,										\$28,568 09
Cash,	.	.	.	.	.	.	.	.	.	262 14
TOTAL,										\$28,830 23
LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$20,000 00
Current liabilities :										
Loans and notes payable,	.	.	.	.	.	.	.	.	.	\$6,112 89
Audited vouchers and accounts,	.	.	.	.	.	.	.	.	.	2,455 20
TOTAL CURRENT LIABILITIES,										8,568 09
Profit and Loss balance (surplus),										262 14
TOTAL,										\$28,830 23

PROPERTY ACCOUNTS.

Additions to construction account: superstructure, including rails,		\$7,859 82
Additions to equipment account: freight and other cars (number, 10),		4,400 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$12,259 82

CAPITAL STOCK.			
Capital stock authorized by law,	\$20,000	00	
Capital stock authorized by votes of company,	20,000	00	
Capital stock issued and outstanding,			\$20,000 00
Number of shares issued and outstanding,	200		
Number of stockholders,	9		
Number of stockholders in Massachusetts,	9		
Amount of stock held in Massachusetts,	\$20,000	00	
VOLUME OF TRAFFIC, ETC.			
Freight traffic:			
Number of tons of freight hauled earning revenue,			103,826
Number of tons of freight hauled one mile,			148,376
Number of tons of freight hauled one mile per mile of road operated,			71,954
Average length of haul per ton,			1.436 miles.
Average amount received for each ton of freight,			5.00 cents.
Average amount received per ton per mile hauled,			3.48 "
Freight earnings per mile of road operated,			\$3,597 70.1
Freight earnings per freight-train mile run,			78.8 cents.
Operating expenses:			
Operating expenses per mile of road operated,			\$2,873 21.6
Operating expenses per revenue train-mile run,			62.9 cents.
Train mileage:			
Miles run by freight trains,			6,552
Total mileage of trains earning revenue,			6,552
Total train mileage,			6,552
Employees:			
Average number of persons employed,			4

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.				
ROLLING STOCK.		Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.
				Average Weight.
LOCOMOTIVES.				
Freight,		1	1	Tons. 20
CARS — FREIGHT SERVICE.				
Flat cars,		15	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.		
Number of crossings of company's railroad by highways at grade,		2
Number of highway crossings at grade protected by gates,		1
Number of highway crossings at grade protected by flagmen,		1
MISCELLANEOUS.		
Total length of railroad line operated by the company,		1 436 miles.
Total length of railroad line operated in Massachusetts,		1.436 "
Total length of railroad track (computed as single track) operated by the company,		2.217 "
Total length of railroad track (computed as single track) operated in Massachusetts,		2.217 "
Total length of track now laid with steel rails on same,		2.217 "
Company commenced operation July 1, 1895.		

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	1	-	1	-	1	-
Other persons,	-	-	-	-	-	-	-	-
TOTAL, .	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 20, 1895. — A laborer, name unknown, attempted to climb on forward end of car in motion, fell, and was killed by car running over him.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,
40 WATER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jonas H. French, *President and General Manager*, 40 Water Street, Boston.
George E. Craig, *Treasurer and Clerk of Corporation*, 40 Water Street, Boston.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jonas H. French, Gloucester (Bay View), Mass. George E. Craig, Walpole, Mass. William H. Pearson, Boston, Mass. Edward O. Merrill, Malden, Mass. Arthur P. French, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JONAS H. FRENCH,
GEORGE E. CRAIG,
WILLIAM H. PEARSON,
EDWARD O. MERRILL,

Directors.

GEORGE E. CRAIG,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 29, 1896. Then personally appeared the above-named Jonas H. French, George E. Craig, William H. Pearson and Edward O. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RALPH S. WENTWORTH,

Notary Public.

RETURN

OF THE

CENTRAL MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road for current year,		\$147,078 75
Income from other sources:		
Interest on loans and deposits,	\$1,735 53	
Income for previous years as per adjustment,	75,000 00	
		<u>76,735 53</u>
GROSS INCOME,		\$223,814 28
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$6,500 00	
Interest on funded debt,	103,750 00	
		<u>110,250 00</u>
TOTAL EXPENSES AND CHARGES UPON INCOME,		110,250 00
NET DIVISIBLE INCOME,		\$113,564 28
Dividends declared (2½ per cent on preferred stock),		88,647 75
		<u>\$24,916 53</u>
SURPLUS JUNE 30, 1896,		
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$9,521,592 33
Cash,	\$23,515 30	
Bills receivable,	5,000 00	
Due from solvent companies and individuals,	1,500 00	
		<u>30,015 30</u>
TOTAL CASH AND CURRENT ASSETS,		30,015 30
TOTAL,		<u>\$9,551,607 63</u>
LIABILITIES.		CR.
Capital stock, common,	\$8,471,100 00	
Capital stock, preferred,	8,950,492 33	
		<u>\$7,421,592 33</u>
TOTAL CAPITAL STOCK,		\$7,421,592 33
Funded debt,		2,100,000 00
Sinking and other special funds: contingent fund,		5,098 77
Profit and Loss balance (surplus),		24,916 53
		<u>\$9,551,607 63</u>
TOTAL,		\$9,551,607 63

CAPITAL STOCK.				
Capital stock authorized by law, common,	.	\$3,500,000	00	
Capital stock authorized by law, preferred,	.	3,950,912	33	
Total amount authorized by law,	.	\$7,450,912	33	
Capital stock authorized by votes of company,				
common,	.	\$3,500,000	00	
Capital stock authorized by votes of company,				
preferred,	.	3,950,912	33	
Total amount authorized by vote,	.	\$7,450,912	33	
Capital stock issued and outstanding, common,		\$3,471,100	00	
Capital stock issued and outstanding, preferred,		3,940,300	00	
TOTAL CAPITAL STOCK OUTSTANDING,	.	.	.	\$7,411,400 00
Scrip convertible into stock,	.	.	.	10,192 33
TOTAL CAPITAL STOCK LIABILITY,	.	.	.	\$7,421,592 33
Number of shares issued and outstanding, common,		84,711		
Number of shares issued and outstanding, preferred,		39,403		
Total number of shares outstanding,			74,114	
Number of stockholders, common,		857		
Number of stockholders, preferred,		425		
Total number of stockholders,			1,282	
Number of stockholders in Massachusetts, common,		741		
Number of stockholders in Massachusetts, preferred,		366		
Total stockholders in Massachusetts,			1,107	
Amount of stock held in Massachusetts, common,	.	.	\$3,031,500	00
Amount of stock held in Massachusetts, preferred,	.	.	3,624,500	00
Total stock held in Massachusetts,	.	.		\$6,656,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage coupon,	5	Oct. 1, 1906,	\$2,000,000 00	\$100,000 00
Coupon,	5	Oct. 1, 1906,	100,000 00	3,750 00
TOTALS,	.	.	\$2,100,000 00	\$103,750 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	87
Number of crossings of company's railroad by highways above railroad,	21
Number of crossings of company's railroad by highways under railroad,	21
Number of highway crossings at grade protected by gates, .	28
Number of highway crossings at grade protected by flagmen,	11
Number of highway crossings at grade protected by electric signals only,	4
Number of highway crossings at grade unprotected,	44
Number of highway grade crossings finally abolished during the year,	3
Number of highway grade crossings now in process of abolition,	3
Number of highway bridges 18 feet (or more) above track, .	13
Number of highway bridges less than 18 feet above track, .	8
Height of lowest highway bridge above track,	16 ft., 6½ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (2 in number), viz.:	
South Sudbury, Mass., Old Colony Railroad. Oakdale, Mass., Worcester & Nashua Railroad.	
Number of crossings over other railroads,	8

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel N. Aldrich, *President*, Boston, Mass. John W. Weeks, *Vice-President*, Newton, Mass. Henry Hornblower, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel N. Aldrich, Marlborough, Mass. Thomas H. Perkins, Boston, Mass. Henry Woods, Boston, Mass. Joseph H. Gray, Boston, Mass. Charles E. Sweet, Newton, Mass. John W. Weeks, Newton, Mass. George W. Morse, Newton, Mass. John C. Holman, Essex, N. Y. Geo. Van Dyke, Lancaster, N. H. Ephraim Stearns, Waltham, Mass. Wm. G. Shillaber, Boston, Mass. James P. Graves, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

GEO. W. MORSE,
JOHN W. WEEKS,
JAMES P. GRAVES,
THOMAS H. PERKINS,
CHARLES E. SWEET,
EPHRAIM STEARNS,
W. G. SHILLABER,

Directors.

HENRY HORNBLOWER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 2, 1896. Then personally appeared the above-named Geo. W. Morse, John W. Weeks, James P. Graves, Thomas H. Perkins, Charles E. Sweet, Ephraim Stearns, W. G. Shillaber and Henry Hornblower, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES A. BAILEY, JR.,
Justice of the Peace.

RENTS

OF THE

WHITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Landed to and received by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Total income from lease of road		\$2,772 12
Income from other sources		
Rental	\$100 00	
Land rental	5 00	
Interest on deposits	12 53	
		<u>117 53</u>
Total income		<u>\$2,889 65</u>
Expenses and charges from income received during the year		
Repairs and maintenance of equipment	\$ 25 00	
Interest on funded debt	1,065 14	
Taxes	103 00	
Other expenses and charges from income:		
Premiums on bonds bought in	225 00	
		<u>1,418 14</u>
Total expenses and charges from income		<u>2,179 14</u>
Surplus for year ending June 30, 1906.		<u>\$710 51</u>
Amount of surplus June 30, 1905.		<u>5,751 52</u>
Total surplus June 30, 1906.		<u>\$6,462 03</u>

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	Dr.	
Cost of road		\$99,435 58
Other permanent property: one store.		<u>1,065 55</u>
Total Permanent Investments		<u>\$100,491 13</u>
Cash	\$142 07	
Bills receivable.	610 16	
		<u>752 23</u>
Total Cash and Current Assets.		<u>752 23</u>
Total.		<u>\$101,243 36</u>

LIABILITIES.		Cr.	
Capital stock,			\$68,200 00
Funded debt,			26,800 00
Accrued liabilities: interest accrued and not yet due,			263 00
Profit and Loss balance (surplus),			6,480 36
TOTAL,			\$101,243 36

CAPITAL STOCK.		
Capital stock authorized by law,	\$70,000 00	
Capital stock authorized by votes of company,	85,000 00	
Capital stock issued and outstanding,		\$68,200 00
Number of shares issued and outstanding,	682	
Number of stockholders,	127	
Number of stockholders in Massachusetts,	112	
Amount of stock held in Massachusetts,	\$47,100 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	6	Nov. 1, 1902,	\$6,800 00	\$465 16
First mortgage bonds,	6	Nov. 1, 1907,	20,000 00	1,200 00
TOTALS, . . . . .	. . . . .	. . . . .	\$26,800 00	\$1,665 16

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	12
Number of highway crossings at grade unprotected,	12

CORPORATE NAME AND ADDRESS OF THE COMPANY.
CHATHAM RAILROAD COMPANY,
CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Marcellus Eldredge, *President*, Portsmouth, N. H. Chas. Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marcellus Eldredge, Portsmouth, N. H. Clarendon E. Freeman, North Chatham, Mass. Osborn Nickerson, Chathamport, Mass. Meriton E. Nickerson, South Chatham, Mass. H. Fisher Eldredge, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MARCELLUS ELDREDGE,
H. FISHER ELDREDGE,
OSBORN NICKERSON,
MERITON E. NICKERSON,

Directors.

CHAS. BASSETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, ss. CHATHAM, Aug. 11, 1896. Then personally appeared the above-named Marcellus Eldredge, H. Fisher Eldredge, Osborn Nickerson, Meriton E. Nickerson and Chas. Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERASTUS T. BEARSE,

Notary Public.

RETURN
OF THE
CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$351,600 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$2,000 00
Interest on funded debt,	91,600 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	93,600 00
NET DIVISIBLE INCOME,	\$258,000 00
Dividends declared (10 per cent),	258,000 00
Amount of deficit June 30, 1895,	300,463 55
TOTAL DEFICIT JUNE 30, 1896,	800,463 55
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	Dr.
Cost of road,	\$2,988,838 53
Cost of equipment,	455,977 66
Stock of Vermont Valley Railroad Company of 1871,	\$579,220 00
Stock of Hampden Park,	16,058 00
Lands in Chicopee and Brightwood,	595,278 00
TOTAL PERMANENT INVESTMENTS,	89,175 00
Cash,	\$27,847 09
Due from solvent companies and individuals,	503,600 60
TOTAL CASH AND CURRENT ASSETS,	581,447 69
Profit and Loss balance (deficit),	300,463 55
TOTAL,	\$4,911,180 48

LIABILITIES.										CR.										
Capital stock,	.	.	.	.	.	.	.	.	.		\$2,580,000 00
Funded debt,	.	.	.	.	.	.	.	.	.		2,290,000 00
Current liabilities:																				
Salaries and wages,	.	.	.	.	.	.	.	.	.	\$1,157 09	
Matured interest coupons unpaid (including																				
coupons due July 1),	.	.	.	.	.	.	.	.	.	26,690 00	
TOTAL CURRENT LIABILITIES,										.	.	27,847 09								
Accrued liabilities: interest accrued and not yet due,	.	.	.	.	.	.	.	.	.		18,333 34
TOTAL,										\$4,911,180 43

CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$2,670,000	00
Capital stock authorized by votes of company, . . .	2,580,000	00
Capital stock issued and outstanding, . . .		\$2,580,000 00
Number of shares issued and outstanding, . . .	25,800	
Number of stockholders, . . .	819	
Number of stockholders in Massachusetts, . . .	614	
Amount of stock held in Massachusetts, . . .	\$1,768,800	00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
"Scrip" bonds,	4	Jan. 1, 1903,	\$1,290,000 00	\$51,878 00
Gold bonds,	4	Sept. 1, 1943,	1,000,000 00	39,900 00
TOTALS, . . . . .	. .	. . .	\$2,290,000 00	\$91,778 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	50
Number of crossings of company's railroad by highways above railroad,	7
Number of crossings of company's railroad by highways under railroad,	12
Number of highway crossings at grade protected by gates, .	6
Number of highway crossings at grade protected by flagmen, .	8
Number of highway crossings at grade protected by electric signals only,	5
Number of highway crossings at grade unprotected, . . .	31
Number of highway grade crossings now in process of abolition,	4

Number of highway grade crossings for abolition of which petition is pending,	1
Number of highway bridges 18 feet (or more) above track, .	6
Number of highway bridges less than 18 feet above track, .	1
Height of lowest highway bridge above track,	16 ft., 8 in.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Mulligan, *President*, Springfield, Mass. George E. Frink, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Mulligan, Springfield, Mass. Oscar Edwards, Northampton, Mass. William Whiting, Holyoke, Mass. James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H. Geo. H. Ball, Boston, Mass. E. P. Kendrick, Springfield, Mass. Joseph W. Stevens, Greenfield, Mass. Seth M. Richards, Newport, N. H. John A. Hall, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN MULLIGAN,
OSCAR EDWARDS,
JOSEPH W. STEVENS,
EDMUND P. KENDRICK,

Directors.

G. E. FRINK,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SPRINGFIELD, Mass., Aug. 26, 1896. Then personally appeared the above-named John Mulligan, Oscar Edwards, Joseph W. Stevens and Edmund P. Kendrick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. FRINK,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SPRINGFIELD, Aug. 28, 1896. Then personally appeared the above-named Geo. E. Frink, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM F. CALLENDER,

Notary Public.

RETURN
OF THE
DANVERS RAILROAD

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.				Dr.	
Cost of road,	.	.	.		\$239,678 15
TOTAL,	.	.	.		\$239,678 15
LIABILITIES.				Cr.	
Capital stock,	.	.	.		\$67,500 00
Funded debt,	.	.	.		125,000 00
Current liabilities:					
Miscellaneous current liabilities: due Boston & Maine Rail-					
road,	.	.	.		25,000 00
Profit and Loss balance (surplus),	.	.	.		22,178 15
TOTAL,	.	.	.		\$239,678 15

CAPITAL STOCK.

Capital stock authorized by law,	.	.	.	\$100,000 00	
Capital stock authorized by votes of company,	.	.	.	100,000 00	
Capital stock issued and outstanding,	.	.	.		\$58,300 00
Amount paid in on shares not yet issued,	.	.	.		9,200 00
TOTAL CAPITAL STOCK LIABILITY,	.	.	.		\$67,500 00
Number of shares issued and outstanding,	.	.	.	588	
Number of stockholders,	.	.	.	48	
Number of stockholders in Massachusetts,	.	.	.	45	
Amount of stock held in Massachusetts,	.	.	.	\$32,600 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Coupon bonds,	6	March 1, 1875,	\$125,000 00	-

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	19
Number of crossings of company's railroad by highways above railroad,	1
Number of crossings of company's railroad by highways under railroad,	2
Number of highway crossings at grade protected by gates, .	1
Number of highway crossings at grade protected by flagmen, .	13
Number of highway crossings at grade unprotected, . . .	5
Number of highway bridges less than 18 feet above track, .	1
Height of lowest highway bridge above track,	15 ft., $\frac{1}{2}$ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (2 in number), viz.:	
Southern Division Boston & Maine Railroad at West Peabody. Eastern Division Boston & Maine Railroad at Danvers.	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Wm. J. Hobbs, *Auditor*, Boston, Mass. Sigourney Butler, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Wm. T. Hart, Boston, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

(July 22, 1896.)	LUCIUS TUTTLE,	
(July 23, 1896.)	WM. T. HART,	
(July 29, 1896.)	HENRY R. REED,	
(July 29, 1896.)	HENRY M. WHITNEY,	<i>Directors.</i>
(July 22, 1896.)	AMOS BLANCHARD,	<i>Treasurer.</i>

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Personally appeared the above-named Lucius Tuttle, Wm. T. Hart, Henry R. Reed, Henry M. Whitney and Amos Blanchard, on the several dates placed opposite to their respective signatures, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,
Justice of the Peace.

RETURN
OF THE
FALL RIVER RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.			
Total income from lease of road,			\$10,882 70
Expenses and charges upon income accrued during the year:			
Interest on funded debt,	\$10,000 00		
Taxes,	493 24		
TOTAL EXPENSES AND CHARGES UPON INCOME,			10,493 24
Surplus for year ending June 30, 1896,			\$389 46
Amount of surplus June 30, 1895,			20,556 82
TOTAL SURPLUS JUNE 30, 1896,			\$20,945 78
GENERAL BALANCE SHEET JUNE 30, 1896.			
ASSETS.		Dr.	
Cost of road,			\$446,332 29
TOTAL,			\$446,332 29
LIABILITIES.		Cr.	
Capital stock,			\$200,000 00
Funded debt,			200,000 00
Current liabilities:			
Loans and notes payable,	\$24,538 02		
Net balances due other companies,	848 49		
TOTAL CURRENT LIABILITIES,			25,386 51
Profit and Loss balance (surplus),			20,945 78
TOTAL,			\$446,332 29
CAPITAL STOCK.			
Capital stock authorized by law,	\$200,000 00		
Capital stock authorized by votes of company,	200,000 00		
Capital stock issued and outstanding,			\$200,000 00
Number of shares issued and outstanding,	2,000		
Number of stockholders,	12		
Number of stockholders in Massachusetts,	12		
Amount of stock held in Massachusetts,	\$200,000 00		

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds, . . .	5	April 1, 1895,	\$200,000 00	\$10,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	9
Number of crossings of company's railroad by highways above railroad,	1
Number of highway grade crossings for abolition of which petition is pending,	1
Number of highway bridges less than 18 feet above track,	1
Height of lowest highway bridge above track,	17 ft., 4 in.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FALL RIVER RAILROAD COMPANY,
PARK SQUARE STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Austin W. Adams, *Treasurer*, Boston, Mass. William Rotch, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. J. A. Beauvais, New Bedford, Mass. John S. Brayton, Fall River, Mass. Charles P. Clark, New Haven, Conn. William Rotch, Boston, Mass. Morgan Rotch, New Bedford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
WILLIAM ROTCH,
CHARLES P. CLARK,
JOHN S. BRAYTON,
A. W. ADAMS,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 28, 1896. Then personally appeared the above-named Charles F. Choate, A. W. Adams, William Rotch and Charles P. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALEXANDER TYLER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Sept. 18, 1896. Then personally appeared the above-named John S. Brayton, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOHN S. BRAYTON, JR.,
Justice of the Peace.

RETURN
OF THE
FITCHBURG RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,606,765 17
Operating expenses,	5,462,316 04
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,144,449 13
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,001,310 00
Interest and discount on unfunded debts and loans,	878 13
Taxes,	249,554 04
Rentals of leased roads:	
Vermont & Massachusetts Railroad,	\$244,580 00
Troy & Bennington R.R.,	15,400 00
	259,980 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,511,722 17
NET DIVISIBLE INCOME,	\$632,726 96
Dividends declared (4 per cent),*	595,096 00
Surplus for year ending June 30, 1896,	\$37,630 96
Amount of surplus June 30, 1895,	290,178 45
TOTAL SURPLUS JUNE 30, 1896,	\$327,804 41

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$2,198,842 94		
Deductions:			
Tickets redeemed, }		\$5,305 01	
Excess fares refunded, }			
Other repayments,			
NET REVENUE FROM PASSENGERS,			\$2,193,537 83
From mails,	\$78,846 30		
From express,	165,136 29		
From extra baggage and storage,	51,931 53		
			295,914 12
TOTAL EARNINGS, PASSENGER SERVICE,			\$2,489,452 95

* On \$14,877,400 preferred capital stock.

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight,	\$4,919,306 56		
Deductions:			
Overcharge to shippers, { . . . .	. . . .	\$159,867 79	
Other repayments, { . . . .	. . . .	
NET REVENUE FROM FREIGHT, . . . .	. . . .	. . . .	\$4,759,438 77
From elevators,	\$204,175 57		
Other earnings, freight service: miscellaneous, .	87,081 69		
			291,257 26
TOTAL EARNINGS, FREIGHT SERVICE, . .	. . . .	. . . .	\$5,050,696 03
TOTAL PASSENGER AND FREIGHT EARNINGS,	. . . .	. . . .	\$7,540,148 08
Other earnings from operation:			
Rentals from tracks, yards and terminals, .	\$7,500 00		
Rentals from buildings and other property, .	59,117 09		
TOTAL OTHER EARNINGS, . . . .	. . . .	. . . .	66,617 09
GROSS EARNINGS FROM OPERATION, . .	. . . .	. . . .	\$7,606,765 17

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$31,150 02
Salaries of clerks and attendants,	22,737 09
General office expenses and supplies,	9,323 40
Insurance,	33,144 47
Law expenses,	15,583 98
Stationery and printing (general offices),	1,458 48
Other general expenses,	30,155 24
TOTAL,	\$143,552 68
Maintenance of way and structures:	
Superintendence,	\$14,049 68
Repairs of roadway,	457,991 86
Renewals of rails,	67,828 50
Renewals of ties,	109,967 21
Repairs and renewals of bridges and culverts,	19,898 38
Repairs and renewals of fences, road crossings, signs and cattle guards,	43,323 03
Repairs and renewals of buildings and fixtures,	194,163 22
Repairs and renewals of docks and wharves,	2,615 24
Repairs and renewals of telegraph,	4,227 34
Stationery and printing,	230 13
TOTAL,	\$914,294 59

Maintenance of equipment :		
Superintendence,		\$30,563 72
Repairs and renewals of locomotives,		441,165 22
Repairs and renewals of passenger cars,		124,448 19
Repairs and renewals of freight cars,		403,285 23
Repairs and renewals of work cars,		11,779 75
Repairs and renewals of shop machinery and tools,		57,075 07
Stationery and printing,		654 70
Other expenses of maintaining equipment,		26,096 66
TOTAL,		\$1,095,068 54
Conducting transportation :		
Superintendence,		\$96,976 33
Engine and roundhouse men,		553,068 27
Fuel for locomotives,		723,466 89
Water supply for locomotives,		37,977 75
Oil, tallow and waste for locomotives,		17,665 77
Other supplies for locomotives,		11,321 66
Train service,		425,943 82
Train supplies and expenses,		45,636 74
Switchmen, flagmen and watchmen,		251,440 37
Telegraph expenses,		61,132 77
Station service,		424,444 43
Station supplies,		32,694 95
Car mileage — balance,		274,981 70
Loss and damage,		33,303 42
Injuries to persons,		70,357 73
Clearing wrecks,		7,273 57
Advertising,		12,502 95
Outside agencies,		19,768 41
Expenses of fast freight lines and traffic associations,		37,481 50
Stock yards and elevators,		83,423 24
Rentals for tracks, yards and terminals,		46,824 96
Rentals of buildings and other property,		6,645 00
Stationery and printing,		82,257 59
Other expenses of conducting transportation,		810 41
TOTAL,		\$3,309,400 23
Recapitulation :		
General expenses,		\$143,552 68
Maintenance of way and structures,		914,294 59
Maintenance of equipment,		1,095,068 54
Conducting transportation,		3,309,400 23
TOTAL OPERATING EXPENSES,		\$5,462,316 04
Percentage of operating expenses to earnings,		71.81

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.		Dr.
Cost of road,		\$39,359,523 83
Cost of equipment,		4,129,786 00
Vermont & Massachusetts Railroad improvements,		1,724,439 79
TOTAL PERMANENT INVESTMENTS,		\$45,213,749 62

Cash,	\$357,027 21	
Bills receivable,	149,265 00	
Due from agents,	274,649 07	
Due from solvent companies and individuals,	3,060 80	
Other cash assets,	1,860,271 31	
TOTAL CASH AND CURRENT ASSETS,		\$2,644,273 39
Materials and supplies,		891,427 44
TOTAL,		\$48,749,450 45
LIABILITIES.		CR.
Capital stock, common,	\$7,000,000 00	
Capital stock, preferred,	17,360,000 00	
TOTAL CAPITAL STOCK,		\$24,360,000 00
Funded debt,		22,268,000 00
Current liabilities:		
Loans and notes payable,	\$300,000 00	
Audited vouchers and accounts,	192,972 50	
Salaries and wages,	99,596 42	
Net traffic balances due other companies,	263,509 82	
Dividends not called for,	803,340 00	
Matured interest coupons unpaid (including coupons due July 1),	57,465 00	
TOTAL CURRENT LIABILITIES,		1,216,883 74
Accrued liabilities:		
Interest accrued and not yet due,	\$249,657 28	
Taxes accrued and not yet due,	164,056 22	
Rentals accrued and not yet due,	63,295 00	
TOTAL ACCRUED LIABILITIES,		477,008 50
Sinking and other special funds:		
Improvement fund,	\$49,753 80	
Accident and insurance fund,	50,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		99,753 80
Profit and Loss balance (surplus),		327,804 41
TOTAL,		\$48,749,450 45
PROPERTY ACCOUNTS.		
Additions to construction account:		
Lands, land damages and fences,	\$32,661 89	
Second track, etc.,	91,832 90	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$124,494 79
INJURY FUND.		
Amount of injury fund June 30, 1895,		\$50,000 00
TOTAL INJURY FUND JUNE 30, 1896,		\$50,000 00

IMPROVEMENT FUND OR ACCOUNT.	
Amount of improvement account June 30, 1895, . . .	\$49,753 80
TOTAL IMPROVEMENT ACCOUNT JUNE 30, 1896, . . .	\$49,753 80
CAPITAL STOCK.	
Capital stock authorized by law, common and preferred: \$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.	
Capital stock authorized by votes of company, common,	\$7,000,000 00
Capital stock authorized by votes of company, preferred,	17,360,000 00
Total amount authorized by vote,	\$24,360,000 00
Capital stock issued and outstanding, common,	\$7,000,000 00
Capital stock issued and outstanding, preferred,	17,360,000 00
Total capital stock outstanding,	\$24,360,000 00
Number of shares issued and out- standing, common,	70,000
Number of shares issued and out- standing, preferred,	173,600
Total number of shares outstanding,	243,600
Number of stockholders, common,	177
Number of stockholders, preferred,	5,592
Total number of stockholders,	5,769
Number of stockholders in Massa- chusetts, common,	83
Number of stockholders in Massa- chusetts, preferred,	4,687
Total stockholders in Massachusetts,	4,770
Amount of stock held in Massachusetts, com- mon,	\$6,076,200 00
Amount of stock held in Massachusetts, pre- ferred,	11,597,400 00
Total stock held in Massachusetts,	\$17,673,600 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Fitchburg Railroad Co. plain bonds,	6	Oct. 1, 1897,	\$500,000 00	\$30,000 00
Fitchburg Railroad Co. plain bonds,	5	Oct. 1, 1899,	500,000 00	24,525 00
Fitchburg Railroad Co. plain bonds,	5	Oct. 1, 1900,	500,000 00	25,025 00
Fitchburg Railroad Co. plain bonds,	5	Oct. 1, 1901,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds,	5	April 1, 1902,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds,	5	April 1, 1903,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds,	4	March 1, 1904,	500,000 00	19,900 00
Fitchburg Railroad Co. plain bonds,	4	June 1, 1905,	500,000 00	20,140 00
Fitchburg Railroad Co. plain bonds,	3½	Feb. 1, 1937,	5,000,000 00	175,000 00
Fitchburg Railroad Co. plain bonds,	4	April 1, 1907,	1,500,000 00	60,140 00
Fitchburg Railroad Co. plain bonds,	4½	Sept. 1, 1897,	2,250,000 00	101,092 50
Fitchburg Railroad Co. plain bonds,	5	May 1, 1908,	2,000,000 00	99,000 00
Fitchburg Railroad Co. plain bonds,	5	March 1, 1899,	750,000 00	37,225 00
Fitchburg Railroad Co. plain bonds,	5	June 1, 1900,	500,000 00	25,100 00

FUNDED DEBT — Concluded.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Fitchburg Railroad Co. plain bonds,	4	June 1, 1920,	\$500,000 00	\$19,900 00
Fitchburg Railroad Co. plain bonds,	4	March 1, 1903,	54,000 00	2,160 00
Fitchburg Railroad Co. plain bonds,	5	Sept. 1, 1903,	378,000 00	19,000 00
Fitchburg Railroad Co. plain bonds,	5	Nov. 1, 1903,	1,000,000 00	49,650 00
Fitchburg Railroad Co. plain bonds,	5	Dec. 1, 1903,	500,000 00	25,700 00
Fitchburg Railroad Co. plain bonds,	4½	May 1, 1914,	500,000 00	22,500 00
Fitchburg Railroad Co. plain bonds,	4	March 1, 1915,	1,359,000 00	54,320 00
Cheshire Railroad Company bonds, .	6	July 1, 1898,	250,000 00*	16,300 00
Cheshire Railroad Company bonds, .	6	July 1, 1898,	550,000 00	38,360 00
T. & B. Railroad first mortgage, .	7	July 1, 1924,	577,000 00	40,890 00
H. T. D. & Elevator mortgage note, .	4½	April 5, 1897,	500,000 00	21,250 00
Brookline & Pepperell R.R. bonds, .	5	Dec. 1, 1911,	100,000 00	5,000 00
Monadnock Railroad bonds, .	5	July 1, 1897,	†	1,200 00
B., B. & G. R.R. second mortgage, .	3	July 1, 1895,	†	1,435 50
B., B. & G. R.R. third mortgage, .	6	July 1, 1895,	†	1,719 00
TOTALS, . . . . .	. .	. . . . .	\$22,268,000 00	\$1,005,692 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic :		
Number of passengers carried paying revenue,	7,468,666	
Number of passengers carried one mile,	123,966,576	
Number of passengers carried one mile per mile of road operated,	270,799	
Average length of journey per passenger,	16.60 miles.	
Average amount received from each passenger,	29.37 cents.	
Average amount received per passenger per mile carried, .	1.77 "	
Passenger earnings per mile of road operated,	\$5,438 10	
Passenger earnings per passenger-train mile run,	1 02.8	
Freight traffic :		
Number of tons of freight hauled earning revenue,	4,775,100	
Number of tons of freight hauled one mile,	551,044,746	
Number of tons of freight hauled one mile per mile of road operated,	1,203,732	
Average length of haul per ton,	115.40 miles.	
Average amount received for each ton of freight,	99.67 cents.	
Average amount received per ton per mile hauled, . . . . .	.86 "	
Freight earnings per mile of road operated,	\$11,033 02	
Freight earnings per freight-train mile run,	1 48.2	
Operating expenses :		
Operating expenses per mile of road operated,	\$11,932 18	
Operating expenses per revenue-train mile run,	93.7 cents.	
Train mileage :		
Miles run by passenger trains,	2,421,955	
Miles run by freight trains,	3,408,462	
Total mileage of trains earning revenue,	5,830,417	
Miles run by switching trains,	975,007	
Miles run by construction and other trains,	95,249	
Total train mileage,	6,900,673	
Fares and freights :		
Average rate of fare per mile on local tickets,	1.86 cents.	
Average rate of fare per mile on commutation tickets, . .	1.24 "	
Average rate of fare per mile on mileage tickets,	2.00 "	
Average rate of fare per mile on season tickets, . . . . .	.63 "	
Average rate of fare per mile on joint tickets,	1.77 "	
Average rate of freight per ton mile on local way-bill, . .	2.51 "	
Average rate of freight per ton mile on joint way-bill, . .	.71 "	

* Matured and paid July 1, 1896. † Called July 1, 1895. ‡ Matured July 1, 1895.

Passengers to and from Boston :		
Number of passengers (including season-ticket) to Boston,		2,155,574
Number of passengers (including season-ticket) from Boston,		2,196,142
Season-ticket passengers to and from Boston,		222,666
Employees :		
Average number of persons employed,		4,710

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						
Passenger,	69	5	74	66	Lbs. 125,450	Lbs. 77,121
Freight,	105	-	105	105	132,750	87,620
Switching, etc.,	34	-	34	34	99,000	70,748
TOTAL,	208	5	213	205	-	-

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brake.	Equipped with Automatic Coupler.	Name of Coupler.*
CARS — PASSENGER SERVICE.						
Passenger cars,	160	18	173	172	170	-
Combination cars,	37	-	37	37	36	-
Baggage, express and mail cars,	45	3	48	48	48	-
TOTAL,	242	16	258	257	254	-
CARS — FREIGHT SERVICE.						
Box cars,	-	-	3,950	1,832	1,825	-
Flat cars,	-	-	673	26	138	-
Stock cars,	-	-	160	57	50	-
Coal cars,	-	-	723	234	373	-
Tank cars,	-	-	6	6	1	-
Refrigerator cars,	-	-	93	93	89	-
TOTAL,	-	-	5,605	2,248	2,476	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	-	-	2	2	2	-
Gravel cars,	-	-	121	-	-	-
Derrick cars,	-	-	9	5	2	-
Caboose cars,	-	-	99	4	66	-
Other cars in company's service,	-	-	62	18	13	-
TOTAL,	-	-	293	29	83	-

* See table (Automatic Couplers), page 107.

AUTOMATIC COUPLERS.

	Gould.	Miller.	Standard.	Diamond.	Drexel.	Dowling.	Janney.	Cowell.	Thurmond.	Empire.	Trojan.	Total.
CARS — PASSENGER SERVICE.												
Passenger cars,	180	87	3	-	-	-	-	-	-	-	-	170
Combination cars,	83	2	1	-	-	-	-	-	-	-	-	86
Baggage, express and mail cars,	45	3	-	-	-	-	-	-	-	-	-	48
TOTAL,	208	42	4	-	-	-	-	-	-	-	-	254
CARS — FREIGHT SERVICE.												
Box cars,	1,807	-	5	-	-	-	-	-	-	-	18	1,825
Flat cars,	138	-	-	-	-	-	-	-	-	-	-	138
Stock cars,	50	-	-	-	-	-	-	-	-	-	-	50
Coal cars,	354	-	11	-	-	1	-	4	1	2	-	373
Tank cars,	1	-	-	-	-	-	-	-	-	-	-	1
Refrigerator cars,	66	-	2	-	-	14	7	-	-	-	-	89
TOTAL,	2,416	-	18	-	-	15	7	4	1	2	18	2,476
CARS — COMPANY'S SERVICE.												
Officers' and pay cars,	2	-	-	-	-	-	-	-	-	-	-	2
Derrick cars,	2	-	-	-	-	-	-	-	-	-	-	2
Caboose cars,	48	-	-	18	-	-	-	-	-	-	-	66
Other cars,	12	1	-	-	-	-	-	-	-	-	-	13
TOTAL,	64	1	-	18	-	-	-	-	-	-	-	83

Number of 8-wheel cars in passenger service fitted with brakes for all wheels,256

Number of 12-wheel cars in passenger service fitted with brakes for all wheels,4

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	236
Number of crossings of company's railroad by highways above railroad,	55
Number of crossings of company's railroad by highways under railroad,	43
Number of highway crossings at grade protected by gates,	65
Number of highway crossings at grade protected by flagmen,	45
Number of highway crossings at grade protected by electric signals only,	7
Number of highway crossings at grade unprotected,	119
Number of highway grade crossings finally abolished during the year,	3
Number of highway grade crossings now in process of abolition,	2
Number of highway grade crossings for abolition of which petition is now pending,	8
Number of highway bridges 18 feet (or more) above track,	22
Number of highway bridges less than 18 feet above track,	16
Height of lowest highway bridge above track,	14 ft., 6 in.

<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (8 in number), viz.:	
Boston & Maine, Boston. Boston & Albany (Grand Junction), Somerville. N. Y., N. H. & H. (Framingham & Lowell), Concord Junction. N. Y., N. H. & H., Fitchburg. Boston & Maine (Worcester & Nashua), Ayer. Boston & Albany (Ware River). Winchendon. Boston & Albany (Ware River), Baldwinsville. Boston & Maine (Worcester & Nashua), Barbers.	
Number of above crossings at which interlocking signals are established,	6
Number of crossings over other railroads,	3
Number of crossings under other railroads,	7

NEW BRIDGES BUILT DURING THE YEAR.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By whom Built.
97, Blackinton, .	I beam stringers.	I beam stringers.	14 feet span, 2 tracks.	Fitchburg Railroad.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number and Location.	Description of Bridge.	Description of Work Done.
92, North Adams, .	Through truss.	Floor system strengthened.
96, Blackinton, .	Plate girder.	Additional plates on girders.
100, Williamstown,	Plate girder.	Additional plates on girders.

Total length of pile and trestle bridging (in feet),	4,212
--	-------

MISCELLANEOUS.

Total length of railroad line operated by the company,	457.78 miles.
Total length of railroad line operated in Massachusetts,	248 51 "
Total length of railroad track (computed as single track) operated by the company,	899.31 "
Total length of railroad track (computed as single track) operated in Massachusetts,	599.27 "
Total length of track now laid with steel rails on lines owned,	740.46 "
Total length of track now laid with steel rails on lines operated under lease or contract,	158 85 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	2	-	2	-	2
Employees, .	1	5	14	47	15	52	15	54
Other persons,	1	2	26	19	27	21	40	23
TOTAL, .	2	7	40	68	42	75	55	114

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 3, 1895. — At Gardner: Homer Parker, freight brakeman, fell while trying to jump on moving engine, and engine wheels passed over both legs, crushing them badly.

July 8. — At Fitchburg: Thomas Moran, freight brakeman, while coupling cars had thumb and forefinger crushed between dead-woods.

July 12. — At Maynard: the dead body of a man whose name is supposed to be Riley was found by track walker early in the morning; no information.

July 12. — At Fitchburg: George Williams, attempting to board west-bound freight train, fell under wheels; leg crushed.

July 24. — At Shelburne Falls: unknown man, walking track, was struck by engine of express passenger train and killed instantly.

July 29. — At Gardner: Frank Lusk, while walking on track, was struck and instantly killed by freight train.

August 1. — At Union Square: C. M. Carpenter, while stepping off moving passenger train, fell to the ground, injuring head.

August 5. — At Conway Junction: freight saloon and two rear freight cars jumped track, probably on account of brake beam dropping down. M. J. Sullivan, going forward to warn engineer, fell off onto ground and was injured about back; died next morning.

August 14. — At Union Square: Charles O'Connor, trespasser in freight yard, was struck by locomotive and run over; right foot cut off.

August 17. — At Charlestown: T. Harkins, freight conductor, while climbing up ladder of freight car was thrown to ground by another car striking his car; two ribs broken and both arms bruised.

August 20. — At North Adams: H. A. Fairbanks, freight brakeman, while riding on engine steps was struck by switch, cutting face and ear.

August 21. — At Ayer: William P. McNamara, while trying to jump on moving passenger train, fell, and train ran over fingers, cutting off ends of three.

August 21. — At Watertown: passenger train struck team on highway crossing; wagon and horses injured, Thomas Slammin thrown out and injured; crossing tender absent from post of duty.

August 23. — At Lincoln: Owen Finnegan, stealing ride on freight train, fell off and wheels passed over both feet.

August 29. — At Gardner: Joseph Duprey (boy nine years old), while trying to catch onto a moving freight train, fell onto track; wheels ran over him and killed him.

August 31. — At Worcester: J. J. Burns struck by tender of engine backing over Exchange Street crossing; slightly injured.

September 6. — At Greenfield: R. A. Willard, while in the act of climbing over a freight train, had both feet crushed between draw-bars. Engine had been taking water, and started up as Mr. Willard was climbing over.

September 9. — At Charlestown: John Calahan, freight brakeman, fell from top of freight car to ground, injuring back and leg.

September 13. — At Gardner: G. L. Jones, freight brakeman on freight No. 590, was away from his train, and to get to it climbed onto freight No. 2267; he was struck by water spout, knocked off and run over by the wheels; died next morning.

September 14. — At Winchendon: Edward Bump, freight house laborer, while attempting to couple cars moved by hand, was caught between draw-bars and dead-woods, and so badly hurt that he died next day.

September 18. — At Greylock; dead body of James Grover was found on track, badly mangled; no witnesses.

September 21. — At Erving: collision of freight trains; A. E. Allen, fireman of rear train, killed.

September 21. — At West Townsend: Sarah Creighton, while running across track in front of approaching passenger train, was struck by cylinder of engine and bruised, but apparently not seriously injured.

September 23. — At Fitchburg: Edward Hennessey, trespasser, while walking on track over bridge was struck by freight saloon car and knocked off onto bank below, breaking both arms.

September 24. — At Ayer: Walter Robbins, driving; his horse ran away and broke through crossing gate, and team was struck by engine; horse killed, but Mr. Robbins apparently not seriously injured.

September 24. — At North Adams: C. Dennis, freight conductor, foot injured while coupling car and engine.

September 26. — At South Acton: George Priest, passenger conductor, killed by engine backing against his train, where he stood between coach and engine adjusting knuckle of draw-bar on coach.

September 27. — At Waltham: Mrs. Patrick Bean, trespasser, was killed by being struck by an engine.

September 30. — At Williamstown: Felix Gauthier, B. H. Fairbanks and Horace Herrick, car repairers, working upon car; train of thirty-five cars pushed upon them by another train coming in. Gauthier was killed instantly. Fairbanks' foot was injured and Herrick had leg cut off above knee.

October 5. — At Waltham: passenger train running around Y struck chemical wagon of the Waltham fire department on River Street crossing; Fred Dauncey, driver, and M. Carlsen, fireman, were both badly injured.

October 6. — At Greenfield: Jas. Cunningham, freight brakeman, knocked off his train by striking a bridge; badly injured.

October 17. — At Union Square: D. L. Gordon, freight brakeman, was found unconscious on track near Lowell bridge, having fallen from train; head hurt.

October 18. — At Baldwinsville: F. J. O'Hora, freight conductor, injured while coupling freight cars.

October 19. — At Roberts: William Mansfield, passenger train brakeman, while hitching check chains, was squeezed between car platforms, breaking collar bone and several ribs.

October 22. — At Hudson: Putnam Symonds, while walking over highway crossing, was struck and killed instantly by engine of passenger train.

October 23. — At Waltham: unknown man found lying on track with arm badly crushed at shoulder.

October 23. — At North Leominster: W. E. Rogers, freight brakeman, struck by bridge and cut over eye while riding on top of freight car.

October 28. — At Union Square: Joseph Coates, trespasser, climbing over draw-bars between freight cars, had foot crushed as train started back.

October 28. — At Fitchburg: S. L. Rice, freight brakeman, injured while coupling freight car to engine.

October 30. — At Somerville: Pat Sullivan, freight brakeman, had hand badly crushed while coupling freight cars.

November 3. — At Williamstown: G. F. Hall, crossing tender, while placing switch lights, stepped onto track when engine was within ten feet of him; engine ran over him, and he died from his injuries same day.

November 4. — At Buckland: Frank Dulci and Pedereching, Italian track laborers, while attempting to cross track ahead of passenger train No. 9, were struck; Dulci's arm injured, but not seriously; Pedereching's hip quite badly injured.

November 8. — At Fitchburg: John Fitzgerald, freight conductor, injured while coupling freight cars.

November 10. — At Roberts: Frank Hayes, freight conductor, found dead under his train; he probably fell off and was run over.

November 10. — At North Adams: Michael Donohue found badly injured under freight car.

November 10. — At Waverley: Donato Calabrese, while attempting to board moving inward-bound passenger train, was struck by outward-bound passenger train; died from injuries next day.

November 11. — At Athol: H. P. Jones, freight conductor, was run over by freight train and killed; found dead on track.

November 11. — At Gardner: E. C. Archer, freight brakeman, fingers slightly injured while coupling freight cars.

November 12. — At North Adams: T. Gagnon, freight handler, was loading case from depot platform to car by bridge; his foot was caught between bridge and car door and crushed off above ankle. Car was unexpectedly moved by being struck by train.

November 13. — At Greenfield: W. H. Irving, freight brakeman, falling from top of freight train, was run over and killed.

November 13. — At Union Square: Timothy Murphy, walking over Medford Street crossing, was struck by engine and slightly injured.

November 20. — At Charlestown: A. L. Dutton, loading milk from milk car into his wagon, was thrown to the ground by collision of train with milk car; switch left open by mistake; Mr. Dutton slightly injured.

November 22. — At Miller's Falls: Norman Beaton injured by falling off freight train.

November 22. — At Cambridge: F. S. Leonard, freight brakeman, falling from moving freight train, was run over and killed instantly.

November 25. — At Williamstown: Frank Ernes, stepping from moving passenger train, fell and cut his head; also badly shaken up.

November 25. — At Charlestown: L. Davis, engineer, had fingers pinched while coupling freight cars.

November 26. — At Williamstown: H. Dickinson, freight brakeman, had left hand badly squeezed while coupling freight cars.

December 4. — At Greenfield: the dead body of Andrew Dooley found side of track; evidently killed by some night train.

December 10. — At Fitchburg: Frank Chase, fireman, found dead on track; no information.

December 12. — At Somerville: Timothy Shine, while walking over Somerville Avenue crossing, was struck by freight car; died from his injuries December 16.

December 18. — At Gardner: Miss St. Clair, while walking on track, was struck by passenger train and instantly killed.

December 23. — At West Cambridge: N. Gillum, engineer, running engine drawing freight train, was found unconscious on engine; head cut.

December 29. — At Williamstown: David Ostrom, freight brakeman, had right hand crushed while coupling freight cars.

January 2, 1896. — At Union Square: N. B. Moulton, car inspector, jumped off standing passenger car onto track on which empty passenger train was being backed into yard; train ran over him, and he died of his injuries.

January 2. — At Turner's Falls: Charles Warren, freight conductor, had right hand badly crushed while coupling freight cars.

January 9. — At Lunenburg: Andrew J. Young, milkman, struck by express train and instantly killed.

January 13. — At Hoosac Tunnel: Dennis O'Leary, section man, was struck and killed by express train No. 20 in Hoosac Tunnel.

January 21. — At Worcester: H. L. Thompson, yard brakeman, had hand crushed while coupling freight cars.

January 21. — At Hoosac Tunnel: freight train parted; L. C. Hall, fireman, got out on top of train to investigate and fell off end of car; he was injured internally.

January 22. — At East Deerfield: Leonard Simpson, coal shoveller, trespasser, was struck and killed by passenger train No. 3, just west of East Deerfield.

January 26. — At Greenfield: L. Roberg, freight brakeman, had hand badly crushed while coupling cars.

February 2. — At Littleton: Dr. J. H. Osborne, while driving over highway crossing, was struck and killed by freight train.

February 4. — At Union Square: William Henderson, gateman, employed by North Packing and Provision Company, was struck by Fitchburg Railroad engine shifting in their yard; foot crushed by wheels.

February 5. — At Williamstown: T. Kennedy, freight brakeman, while coupling freight cars, slipped on ice and wheels ran over both legs; amputation was necessary.

February 5. — At Fitchburg: D. J. Shea, yard clerk, while pulling pin on freight car, had arm pinched between dead-woods.

February 6. — At Williamstown: A. Miller, freight brakeman, had hand jammed while coupling freight cars

February 6. — At Waltham: Timothy Leary was found dead under truck of moving passenger train.

February 8. — At Fitchburg: J. Mahoney, freight brakeman, was found unconscious on top of freight car, with head badly crushed; died from his injuries the next morning.

February 21. — At West Cambridge: Katie Kilty was struck on Dublin Street crossing by engine; leg and arm broken. Gates were down.

February 27. — At East Deerfield: Ed. Baker, fireman on East Deerfield switcher, standing on track, was struck by engine on another train; back injured.

March 7. — At Worcester: Alphonzo S. Meserva, brakeman of Boston & Maine Railroad, set switch and stepped in front of Fitchburg Railroad switcher, and was knocked down by same; not seriously injured.

March 12. — At Charlestown: E. Daly, freight brakeman, slipped on top of icy freight car, fell to ground and broke right leg.

March 17. — At Greenfield: O. J. Martin, freight brakeman, riding on top of freight car which was being pulled out of brick shed, struck head on top of shed and was thrown to ground and shoulder injured.

March 18. — At Waverley: Ross Bowdoin died from injuries received while trying to jump onto moving freight train.

March 19. — At Waltham: William H. Bourbidge, in charge of carload of horses, was found dead on top of freight train near Waltham; probably struck by overhead bridge.

March 21. — At Union Square: M. Sullivan, freight brakeman, while coupling freight cars, injured hand so it had to be amputated.

April 5. — At Silver Hill: unknown man, trespasser, found dead.

April 7. — At Lincoln: David Clark, tramp, died from injuries received while attempting to board moving freight train.

April 7. — At Fitchburg: E. S. Andrews, freight brakeman, slightly injured while coupling freight cars.

April 9. — At Zoar: John Beauvois, walking on track, was struck and killed by freight train.

April 11. — At Williamstown: George Dufrane, freight brakeman, had left hand crushed while coupling freight cars.

April 11. — At Charlestown: unknown man instantly killed while attempting to cross track ahead of engine.

April 12. — At Fitchburg: John O'Rourke died from injuries received while attempting to board moving freight train.

April 12. — At Waverley: Winifred Reed, trespasser, walking across track in front of depot, was struck by engine, receiving cut over eye and breaking her arm.

April 15. — At Littleton: Mrs. Perry, trespasser, walking across tracks, was struck by engine and killed.

April 16. — At Gardner: T. F. Kennedy, freight brakeman, fixing air-brake hose, had head badly bruised between dead-woods.

April 20. — At Boston: W. Boynton, freight brakeman, riding loaded car, failed to stop it in season, and had leg badly fractured by being caught between end of car and large iron plate on car.

April 29. — At Boston: M. Baker, freight brakeman, slightly injured hand while coupling freight cars.

April 30. — At Greenfield: Lewis Pfersick found lying on track with leg badly crushed; he tried to board moving freight train.

May 7. — At East Deerfield: John Austin, freight brakeman, while coupling freight cars had right arm crushed.

May 15. — At Fitchburg: M. Coughlin, freight conductor, had left hand badly bruised while coupling freight cars.

May 27. — At Fitchburg: E. E. Obrey, freight brakeman, caught between cars while coupling them and had three ribs broken.

May 29. — At Fitchburg: P. L. Loizelle, car inspector, while inspecting passenger car was caught between car and engine and injured.

May 30. — At Winchendon: Ralph Day, passenger brakeman, while hitching safety chains on moving passenger train was caught between ends of cars and shoulder dislocated.

June 3. — At Ayer: W. M. Butler, in charge of stock, was riding in saloon car of freight train; sudden slack of train, caused by bursting of air hose, threw him against monitor; he died from his injuries.

June 9. — At Boston: Charles P. Hibbert, freight conductor, had right arm broken while coupling freight cars.

June 12. — At Greenfield: Mrs. Patrick Donovan, trespasser, struck by engine and killed as she stepped in front of train on east-bound track to avoid train on west-bound track.

June 15. — At Hoosac Tunnel: E. M. Ryan, freight brakeman, while getting down from head car to engine, slipped and fell under wheels, which ran over his left leg.

June 15. — At Athol: W. P. Morrow, while descending freight car ladder, fell to the ground, injuring back.

June 17. — At Worcester: H. Ryan, freight brakeman, right leg run over while he was attempting to get on moving car.

June 24. — At Waltham: W. E. Rogers, freight brakeman, while coupling cars, fell onto ground and wheels ran over right arm and part of foot.

June 24. — At Union Square: Leo Vincent Joy, a little child, walking on track, was struck and instantly killed by engine.

June 27. — At West Cambridge: Peter Racker, walking on track, was struck and killed by train No. 3.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. S. Marcy, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. C. S. Anthony, *Auditor*, Boston, Mass. Edmund D. Codman, *Clerk of Corporation*, Boston, Mass. George A. Torrey, *General Counsel*, Boston, Mass. W. D. Ewing, *General Superintendent*, Boston, Mass. J. R. Watson, *General Passenger Agent*, Boston, Mass. A. S. Crane, *General Freight Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. S. Marcy, Belmont, Mass. Rodney Wallace, Fitchburg, Mass. David P. Kimball, Boston, Mass. James Renfrew, Adams, Mass. W. Seward Webb, New York, N. Y. Wm. H. Hollister, New York, N. Y. Edward C. Thayer, Keene, N. H. Robert Codman, Boston, Mass. Charles T. Crocker, Fitchburg, Mass. Charles T. Plunkett, North Adams, Mass. George Heywood, Concord, Mass. Francis Smith, Rockland, Me. Wm. A. Russell, Lawrence, Mass. Joseph B. Russell, Belmont, Mass. Edmund D. Codman, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

H. S. MARCY,
ROBERT CODMAN,
RODNEY WALLACE,
C. T. CROCKER,
GEO. HEYWOOD,
EDWARD C. THAYER,
DAVID P. KIMBALL,
JOSEPH B. RUSSELL,
E. D. CODMAN,

Directors.

DAN'L A. GLEASON,

Treasurer.

W. D. EWING,

General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 18, 1896. Then personally appeared the above-named H. S. Marcy, Robert Codman, Rodney Wallace, C. T. Crocker, Geo. Heywood, Edward C. Thayer, David P. Kimball, Joseph B. Russell, E. D. Codman, Dan'l A. Gleason and W. D. Ewing, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. TORREY,

Justice of the Peace.

RETURN
OF THE
GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.							
Gross earnings from operation,	.	.	.	.	.	.	\$53,318 79
Operating expenses,	.	.	.	.	.	.	29,552 61
NET INCOME FROM OPERATION,	.	.	.	.	.	.	\$23,766 18
Miscellaneous income, less expense of collecting,	.	.	.	.	.	.	130 05
GROSS INCOME ABOVE OPERATING EXPENSES,	.	.	.	.	.	.	\$23,896 23
Charges upon income accrued during the year:							
Interest on funded debt,	.	.	.	.	.	\$10,900 00	
Taxes,	.	.	.	.	.	45 93	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	.	.	.	.	.	.	10,945 93
NET DIVISIBLE INCOME,	.	.	.	.	.	.	\$12,950 30
Surplus for year ending June 30, 1896,	.	.	.	.	.	.	\$12,950 30
Amount of surplus June 30, 1895,	.	.	.	.	.	.	2,396 32
TOTAL SURPLUS JUNE 30, 1896,	.	.	.	.	.	.	\$15,346 62

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$30,618 70		
Deductions:			
Tickets redeemed,	.	\$9 70	
Other repayments,	.	6,621 54	
Total deductions,	.	\$6,631 24	
NET REVENUE FROM PASSENGERS,	.	.	\$23,987 46
From mails,	\$959 52	.	
From express,	3,551 36	.	4,510 88
TOTAL EARNINGS, PASSENGER SERVICE (carried forward),	.	.	\$28,498 34

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i> . . . .	. . . .	. . . .	\$28,498 34
Freight service:			
Gross receipts from freight,	\$100,370 25		
Deductions:			
Overcharge to shippers, . . . .	. . . .	\$176 95	
Other repayments, . . . .	. . . .	75,544 92	
Total deductions, . . . .	. . . .	\$75,721 87	
NET REVENUE FROM FREIGHT, . . . .	. . . .	. . . .	24,648 38
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . .	. . . .	. . . .	\$53,146 72
Other earnings from operation:			
From other sources, . . . .	. . . .	. . . .	172 07
GROSS EARNINGS FROM OPERATION, . . . .	. . . .	. . . .	\$53,318 79

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$8,566 68
General office expenses and supplies,	353 73
Insurance,	225 90
Stationery and printing (general offices),	37 53
Other general expenses,	161 37
TOTAL,	\$4,845 16
Maintenance of way and structures:	
Repairs of roadway,	\$3,821 24
Renewals of ties,	964 77
Repairs and renewals of fences, road crossings, signs and cattle guards,	219 64
Repairs and renewals of buildings and fixtures,	214 71
Other expenses of maintaining way and structures,	124 33
TOTAL,	\$5,344 69
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$1,447 03
Repairs and renewals of passenger cars,	552 93
Repairs and renewals of shop machinery and tools,	18 62
TOTAL,	\$2,018 58
Conducting transportation:	
Engine and roundhouse men,	\$2,779 71
Fuel for locomotives,	4,460 61
Water supply for locomotives,	359 54
Oil, tallow and waste for locomotives,	309 09
Other supplies for locomotives,	14 55
Train service,	8,494 84
Train supplies and expenses,	146 71
Flagmen,	546 00

Conducting transportation — *Concluded.*

Station service,	\$3,144 97
Station supplies,	228 91
Car mileage — balance,	199 67
Loss and damage,	188 95
Injuries to persons,	405 00
Clearing wrecks,	34 95
Rentals for tracks, yards and terminals,	1,225 00
Stationery and printing,	239 47
Other expenses of conducting transportation,	66 71

TOTAL,	\$17,844 18
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Recapitulation :

General expenses,	\$4,345 16
Maintenance of way and structures,	5,344 69
Maintenance of equipment,	2,018 58
Conducting transportation,	17,844 18

TOTAL OPERATING EXPENSES,	\$29,552 61
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Percentage of operating expenses to earnings,	55.43
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GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.										DR.
Cost of road,	\$456,917 68
Cost of equipment,	61,082 32
TOTAL PERMANENT INVESTMENTS, . . . . .	.	.	.	.	.	.	.	.	.	\$518,000 00
Cash, . . . . .	.	.	.	.	.	.	.	.	.	15,346 62
TOTAL, . . . . .	.	.	.	.	.	.	.	.	.	\$533,346 62
LIABILITIES.										CR.
Capital stock, . . . . .	.	.	.	.	.	.	.	.	.	\$250,000 00
Funded debt, . . . . .	.	.	.	.	.	.	.	.	.	268,000 00
Profit and loss balance (surplus), . . . . .	.	.	.	.	.	.	.	.	.	15,346 62
TOTAL, . . . . .	.	.	.	.	.	.	.	.	.	\$533,346 62

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding, . . . . .	.	\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	29	
Number of stockholders in Massachusetts,	26	
Amount of stock held in Massachusetts,	\$216,800 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	4	Nov. 1, 1912,	\$250,000 00	\$10,000 00
Second mortgage bonds,	5	July 1, 1913,	18,000 00	900 00
TOTALS, . . . . .	. .	. . . . .	\$268,000 00	\$10,900 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue,		91,263
Number of passengers carried one mile,		593,209
Number of passengers carried one mile per mile of road operated,		5,531
Average length of journey per passenger,		6.5 miles.
Average amount received from each passenger,		26 272 cents.
Average amount received per passenger per mile carried,		4 004 "
Passenger earnings per mile of road operated,		\$1,727 15
Passenger earnings per passenger-train mile run,		71.13 cents.
Freight traffic:		
Number of tons of freight hauled earning revenue,		47,038
Number of tons of freight hauled one mile,		282,288
Number of tons of freight hauled one mile per mile of road operated,		2,850.79
Average length of haul per ton,		6 miles.
Average amount received for each ton of freight,		52 cents.
Average amount received per ton per mile hauled,		8 "
Freight earnings per mile of road operated,		\$1,493 84
Freight earnings per freight-train mile run,		96 cents.
Operating expenses:		
Operating expenses per mile of road operated,		\$1,791 07
Operating expenses per revenue-train mile run,		64.66 cents.
Train mileage:		
Miles run by passenger trains,		20,096
Miles run by freight trains,		5,640
Miles run by mixed trains,		19,968
Total mileage of trains earning revenue,		45,704
Miles run by switching trains,		1,448
Miles run by construction and other trains,		128
Total train mileage,		47,280
Fares and freights:		
Average rate of fare per mile on local tickets,		3.6 cents.
Average rate of fare per mile on commutation tickets,		2.9 "
Average rate of fare per mlle on season tickets,		3.2 "
Employees:		
Average number of persons employed,		24

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.											Number Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.													Tons.	Tons.
Passenger, .	:	:	:	:	:	:	:	:	:	:	2	2	35	1
Freight, .	:	:	:	:	:	:	:	:	:	:	1	1	33	1
TOTAL, .	.	.	.	.	.	.	.	.	.	.	3	3	-	-

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler.
CARS — PASSENGER SERVICE.				
Passenger cars, .	2	1	2	Janney.
Combination cars, .	2	1	2	Janney.
Baggage, express and mail cars, .	2	1	2	Janney.
TOTAL, .	6	3	6	
CARS — FREIGHT SERVICE.				
Flat cars, .	1	1	1	

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade, .	80
Number of crossings of company's railroad by highways under railroad, .	1
Number of highway crossings at grade protected by flagmen, .	3
Number of highway crossings at grade unprotected, .	27

MISCELLANEOUS.	
Total length of railroad line operated by the company, .	16.5 miles.
Total length of railroad line operated in Massachusetts, .	16.5 "
Total length of railroad track (computed as single track) operated by the company, .	19.5 "
Total length of railroad track (computed as single track) operated in Massachusetts, .	19.5 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1	-	1
TOTAL, .	-	1	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

May 10, 1896. — At Hopedale: Waldo Stoddard had collar bone dislocated.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,
GRAFTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President and General Manager*, Grafton, Mass. Henry B. Sprague, *Vice-President*, Lynn, Mass. Albert G. Morse, *Treasurer and Clerk of Corporation*, Boston, Mass. Levi W. Moore, *General Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Usher, Grafton, Mass. Henry B. Sprague, Lynn, Mass. Albert G. Morse, Boston, Mass. Frank W. Morse, Boston, Mass. William F. Draper, Hopedale, Mass. Geo. W. Knowlton, West Upton, Mass. Ezra H. Winchester, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD P. USHER,
ALBERT G. MORSE,
E. H. WINCHESTER,
H. B. SPRAGUE,
ALBERT G. MORSE,
LEVI W. MOORE,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 15, 1896. Then personally appeared the above-named Albert G. Morse, Ezra H. Winchester, Henry B. Sprague, Levi W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD P. USHER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 15, 1896. Then personally appeared the above-named Edward P. Usher and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

SAM'L W. CULVER,

Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$23,524 18
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$528 80
Taxes,	1,282 71
Other expenses: sinking fund payment,	8,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	9,811 01
NET DIVISIBLE INCOME,	\$13,713 17
Dividends declared (4 per cent),	10,400 00
SURPLUS FOR YEAR ENDING JUNE 30, 1896,	\$3,313 17
Amount of surplus June 30, 1895,	17,606 95
TOTAL SURPLUS JUNE 30, 1896,	\$20,920 12
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	
Cost of road,	DR. \$522,268 89
Cash,	\$47,704 81
Due from solvent companies and individuals,	5,261 15
TOTAL CASH AND CURRENT ASSETS,	52,965 96
TOTAL,	\$575,234 85
LIABILITIES.	
Capital stock,	CR. \$260,000 00
Funded debt,	260,000 00
Sinking and other special funds: sinking fund for payment of bonds,	34,314 73
Profit and Loss balance (surplus),	20,920 12
TOTAL,	\$575,234 85

SINKING FUNDS.	
Amount, June 30, 1895, of fund for payment of bonds,	55,212 43
Additions during year,	9,102 30
TOTAL SINKING FUNDS JUNE 30, 1896,	\$34,314 73
CAPITAL STOCK.	
Capital stock authorized by law,	\$350,000 00
Capital stock authorized by votes of company,	260,000 00
Capital stock issued and outstanding,	\$260,000 00
Number of shares issued and outstanding,	2,600
Number of stockholders,	14
Number of stockholders in Massachusetts,	13
Amount of stock held in Massachusetts,	\$240,000 00

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage on main line,	4	April, 1911,	\$200,000 00	\$8,000 00
Second mortgage on branch line,	6	April, 1898,	60,000 00	3,000 00
TOTALS,			\$260,000 00	\$11,000 00

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	5
Number of highway crossings at grade protected by gates,	2
Number of highway crossings at grade unprotected,	8

CORPORATE NAME AND ADDRESS OF THE COMPANY.
HOLYOKE & WESTFIELD RAILROAD COMPANY,
HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
W. B. C. Pearsons, *President*, Holyoke, Mass. C. Fayette Smith, *Treasurer*, Holyoke, Mass. W. B. Reid, H. B. Spencer and S. LaPalme, *Auditors*, Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. B. C. Pearsons, Holyoke, Mass. E. W. Chapin, Holyoke, Mass.
George W. Prentiss, Holyoke, Mass. C. B. Prescott, Holyoke, Mass. John
D. Walsh, Holyoke, Mass. W. B. Reid, Holyoke, Mass. H. B. Spencer,
Holyoke, Mass. Daniel O'Connell, Holyoke, Mass. S. LaPalme, Holyoke,
Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

GEO. W. PRENTISS,
C. B. PRESCOTT,
H. B. SPENCER,
W. B. REID,
E. W. CHAPIN,

Directors.

C. FAYETTE SMITH,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. HOLYOKE, Sept. 16, 1896. Then personally appeared the
above-named Geo. W. Prentiss, C. B. Prescott, H. B. Spencer, W. B. Reid
and E. W. Chapin, directors, and C. Fayette Smith, treasurer, and severally
made oath that the foregoing certificate by them subscribed is, to the best
of their knowledge and belief, true.

Before me,

FRED A. SMITH,

Notary Public.

RETURN

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$56,146 96
Operating expenses,	38,376 83
NET INCOME FROM OPERATION,	\$17,770 13
Miscellaneous income, less expense of collecting: rentals, etc.,	658 97
GROSS INCOME ABOVE OPERATING EXPENSES,	\$18,429 10
Charges upon income accrued during the year:	
Interest on funded debt,	\$8,550 00
Interest and discount on unfunded debts and loans,	4,062 40
Taxes,	503 81
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	13,116 21
NET DIVISIBLE INCOME,	\$5,312 89
Dividends declared (1 per cent),	2,500 00
Surplus for the year ending June 30, 1896,	\$2,812 89
Amount of surplus June 30, 1895,	4,718 09
	\$7,530 98
Deductions during the year:	
Logs and wood,	\$101 78
Expense on bonds,	2,822 75
TOTAL DEDUCTIONS,	2,424 53
TOTAL SURPLUS JUNE 30, 1896,	\$5,106 45

EARNINGS FROM OPERATION.

Passenger service :						
Gross receipts from passengers,						\$9,880 93
From mails,					\$1,034 96	
From express,					1,865 82	
						<u>2,400 78</u>
TOTAL EARNINGS, PASSENGER SERVICE,						\$12,281 71
Freight service :						
Gross receipts from freight,						43,865 25
GROSS EARNINGS FROM OPERATION,						\$56,146 96

EXPENSES OF OPERATION.

General expenses :						
Salaries of general officers,						\$1,080 00
Salaries of clerks and attendants,						896 45
Insurance,						477 16
Stationery and printing (general offices),						951 41
Other general expenses,						1,847 69
TOTAL,						\$5,252 71
Maintenance of way and structures :						
Repairs of roadway,						\$9,504 89
Renewals of rails (rails sold, credit),						43 80
Renewals of ties,						766 26
Repairs and renewals of buildings and fixtures,						427 61
Repairs and renewals of telegraph,						95 60
TOTAL,						\$10,750 06
Maintenance of equipment :						
Repairs and renewals of locomotives,						\$2,271 74
Repairs and renewals of passenger cars,						1,606 07
Repairs and renewals of freight cars,						3,157 46
Repairs and renewals of shop machinery and tools,						1,704 95
TOTAL,						\$8,740 22
Conducting transportation :						
Engine and roundhouse men,						\$2,838 69
Fuel for locomotives,						8,099 72
Oil, tallow and waste for locomotives,						103 20
Train service,						1,431 18
Train supplies and expenses,						106 21
Station service,						1,582 43
Station supplies,						284 28
Car mileage — balance (credit),						4 36
Loss and damage,						162 75
Injuries to persons,						18 04
Advertising,						423 11
Other expenses of conducting transportation: transferring,						3,588 59
TOTAL,						\$13,633 84

Recapitulation :

General expenses,	\$5,252 71
Maintenance of way and structures,	10,750 06
Maintenance of equipment,	8,740 22
Conducting transportation,	13,633 84
TOTAL OPERATING EXPENSES,	\$38,376 83

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.		DR
Cost of road,		\$425,557 84
Cost of equipment,		60,065 42
TOTAL PERMANENT INVESTMENTS,		\$485,623 26
Cash,	\$2,372 86	
Bills receivable,	1,532 88	
Due from agents,	3,403 10	
Net traffic balances due from other companies,	117 99	
Due from solvent companies and individuals,	18,085 85	
TOTAL CASH AND CURRENT ASSETS,		20,512 18
Miscellaneous assets : materials and supplies,		538 21
TOTAL,		\$506,673 65
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		176,000 00
Current liabilities :		
Loans and notes payable,	\$65,290 36	
Audited vouchers and accounts,	4,834 49	
Salaries and wages,	2,233 40	
Net traffic balances due other companies,	275 62	
TOTAL CURRENT LIABILITIES,		72,633 87
Accrued liabilities : interest accrued and not yet due,		2,993 33
Profit and Loss balance (surplus),		5,106 45
TOTAL,		\$506,673 65

PROPERTY ACCOUNTS.

Additions to construction account: grading and masonry,	\$2,168 91
Additions to equipment account: freight and other cars (number, 12),	2,288 60
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$4,457 51

CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	45	
Number of stockholders in Massachusetts,	18	
Amount of stock held in Massachusetts,	\$242,800 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	Sept. 1, 1922,	\$176,000 00	\$8,250 00

VOLUME OF TRAFFIC, ETC.	
Passenger traffic :	
Number of passengers carried paying revenue,	19,787
Number of passengers carried one mile,	801,648
Number of passengers carried one mile per mile of road operated,	12,066
Average length of journey per passenger,	15.240 miles.
Average amount received from each passenger,	49,481 cents.
Average amount received per passenger per mile carried,	8.240 "
Passenger earnings per mile of road operated,	\$491 26.84
Passenger earnings per passenger-train mile run,	65.447 cents.
Freight traffic :	
Number of tons of freight hauled earning revenue,	86,460
Number of tons of freight hauled one mile,	572,422
Number of tons of freight hauled one mile per mile of road operated,	22,987
Average length of haul per ton,	15.700 miles.
Average amount received for each ton of freight,	\$1 20.316
Average amount received per ton per mile hauled,	7.663 cents.
Freight earnings per mile of road operated,	\$1,754 61
Freight earnings per freight-train mile run,	8 27.849
Operating expenses :	
Operating expenses per mile of road operated,	\$1,585 07.32
Operating expenses per revenue-train mile run,	\$1 19.383
Train mileage :	
Miles run by passenger trains,	17,122
Miles run by freight trains,	8,448
Miles run by mixed trains,	6,576
Total mileage of trains earning revenue,	32,146
Total train mileage,	32,146
Fares and freights :	
Average rate of fare per mile on local tickets,	4.000 cents.
Average rate of fare per mile on mileage tickets,	3.830 "
Average rate of fare per mile on joint tickets,	2.220 "
Average rate of freight per ton mile on local way-bill,	7.509 "
Employees :	
Average number of persons employed,	64

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.
LOCOMOTIVES.		
Passenger, freight, switching, etc.,	5	- -
CARS — PASSENGER SERVICE.		
Passenger cars,	4	Kames Vacuum.
Combination cars,	2	Kames Vacuum.
Other cars in passenger service,	2	- -
TOTAL,	8	- -
CARS — FREIGHT SERVICE.		
Box cars,	50	- -
Flat cars,	53	- -
Coal cars,	14	- -
Refrigerator cars,	1	- -
TOTAL,	118	- -
CARS — COMPANY'S SERVICE.		
Gravel cars,	20	- -
Caboose cars,	2	Hand brake.
Other cars in company's service,	15	- -
TOTAL,	37	- -

MISCELLANEOUS.

Total length of railroad line operated by the company, . . .	25.00 miles.
Total length of railroad line operated in Massachusetts, . . .	8.22 "
Total length of railroad track (computed as single track) operated by the company,	28.00 "
Total length of railroad track (computed as single track) operated in Massachusetts,	9.00 "
Total length of track now laid with steel rails on same, . . .	25.00 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
CORPORATE OFFICE, HOLYOKE, MASS., GENERAL OFFICE, WILMINGTON, VT.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. John C. Newton, *Treasurer*, Holyoke, Mass. Walter H. Draper, *Auditor, Clerk of Corporation, General Passenger Agent and General Freight Agent*, Wilmington, Vt. Moses Newton, *General Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel H. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. John C. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. Walter H. Draper, Wilmington, Vt.

We hereby certify that the statements contained in the foregoing return are full, just and true.

DANIEL H. NEWTON,
JOHN C. NEWTON,
WALTER H. DRAPER,
MOSES NEWTON,
Directors.
JOHN C. NEWTON,
Treasurer.
MOSES NEWTON,
Superintendent.
WALTER H. DRAPER,
Assistant Superintendent.

STATE OF VERMONT.

WINDHAM, ss. WILMINGTON, Sept. 3, 1896. Then personally appeared the above-named Daniel H. Newton, president, John C. Newton, treasurer, and Moses Newton, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WALTER H. DRAPER,
Notary Public.

RETURN
OF THE
HORN POND BRANCH RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1896.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

GENERAL BALANCE SHEET JUNE 30, 1896.									
ASSETS.								DR.	
Cost of road,	.	.	.	.	.	.	.		\$15,238 46
TOTAL,	.	.	.	.	.	.	.		\$15,238 46
LIABILITIES.								CR.	
Capital stock,	.	.	.	.	.	.	.		\$2,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.		13,238 46
TOTAL,	.	.	.	.	.	.	.		\$15,238 46
CAPITAL STOCK.									
Capital stock authorized by law,	.	.	.	.	.	.	.	\$40,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	2,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.		\$2,000 00
Number of stockholders,	.	.	.	.	.	.	.	8	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	8	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	\$2,000 00	

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	1
Number of crossings of company's railroad by highways above railroad,	1
Number of highway crossings at grade unprotected,	1
Number of highway bridges 18 feet (or more) above track,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,

66 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Reuben W. Hopkins, *President*, 66 State Street, Boston, Mass. Frank J. Bartlett, *Treasurer, Auditor and Clerk of Corporation*, 66 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Arlington, Mass. James H. Reed, Boston, Mass. Francis Hall, Brookline, Mass. Horace O. Bright, Cambridge, Mass. Nelson Bartlett, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FRANCIS HALL,
H. O. BRIGHT,
JAS. H. REED,
R. W. HOPKINS,
NELSON BARTLETT,
Directors.
FRANK J. BARTLETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, July 2, 1896. Then personally appeared the above-named Francis Hall, H. O. Bright, Jas. H. Reed, R. W. Hopkins and Nelson Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ELMER H. BRIGHT,
Justice of the Peace.

RETURN

OF THE

LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.										
Total income from lease of road,	.	.	.	.	.	.	.	.	.	\$52,500 00
Gross income,	.	.	.	.	.	.	.	.	.	\$52,500 00
Expenses and charges upon income accrued during the year:										
Salaries and maintenance of organization,	.	.	.	.	.	.	.	.	\$161 82	
Taxes,	.	.	.	.	.	.	.	.	18 49	
TOTAL EXPENSES AND CHARGES UPON INCOME,										175 31
NET DIVISIBLE INCOME,										\$52,324 69
Dividends declared (9 per cent),										56,250 00
DEFICIT FOR YEAR ENDING JUNE 30, 1896,										\$8,925 31
Amount of surplus June 30, 1895,										147,491 69
TOTAL SURPLUS JUNE 30, 1896,										\$148,566 88
GENERAL BALANCE SHEET JUNE 30, 1896.										
ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$767,050 24
Cash,	.	.	.	.	.	.	.	.	.	1,516 14
TOTAL,										\$768,566 88
LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$625,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	148,566 88
TOTAL,										\$768,566 88

CAPITAL STOCK.		
Capital stock authorized by law,	Unlimited.	
Capital stock authorized by votes of company,	\$625,000 00	
Capital stock issued and outstanding,		\$625,000 00
Number of shares issued and outstanding,	6,250	
Number of stockholders,	168	
Number of stockholders in Massachusetts,	147	
Amount of stock held in Massachusetts,	\$575,400 00	

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.		
<i>Crossings with Highways.</i>		
Number of crossings of company's railroad by highways at grade,		13
Number of crossings of company's railroad by highways above railroad,		2
Number of crossings of company's railroad by highways under railroad,		3
Number of highway crossings at grade protected by gates,		5
Number of highway crossings at grade protected by flagmen,		5
Number of highway crossings at grade unprotected,		3
Number of highway bridges 18 feet (or more) above track,		2
Height of lowest highway bridge above track,		18 feet.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
LOWELL & ANDOVER RAILROAD COMPANY,
LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Frederick Ayer, *President*, Lowell, Mass. Benj. Walker, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
Frederick Ayer, Lowell, Mass. Arthur P. Bonney,* Lowell, Mass. Frederick F. Ayer, Lowell, Mass. George Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates, Lowell, Mass. Edward M. Sargent, Lowell, Mass. Benj. Walker, Lowell, Mass. William M. Wood, Andover, Mass.

* Deceased.

We never will let the Government know in the foregoing letter we
told you and you.

SECRET

~~SECRET~~ ~~SECRET~~

THE FIELD.

FRANK W. WELLS

W. E. B. DUBOIS

Journal

THE WIFE

Abstract

IDENTIFICATION OF LABORERS

WINDMILLER and LOWELL JUNE 15, 1961. They personally appeared the above-named Oliver E. WINDMILLER, President of Lakeside, Wm. H. WARD, Secretary and J. H. JORGENSEN and verbally made oath that the foregoing certificate is true and correct to the best of their knowledge and belief.

Exhibit 100

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

January 2nd, 1962

RETURN

OF THE

MANAGER OF THE MARTHA'S VINEYARD RAILROAD

FOR THE YEAR ENDING JUNE 30, 1896.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.										
Gross earnings from operation,	.	.	.	.	.	.	.	.	\$2,478 00
Operating expenses,	.	.	.	.	.	.	.	.	8,488 00
NET DEFICIT FROM OPERATION,									\$1,005 00	
EARNINGS FROM OPERATION.										
Passenger service:										
Gross receipts from passengers,	.	.	.	.	.	.	.	.	\$2,125 00
From express,	.	.	.	.	.	.	.	.	175 00
From extra baggage and storage,	.	.	.	.	.	.	.	.	100 00
Other earnings: passenger service,	.	.	.	.	.	.	.	.	78 00
GROSS EARNINGS FROM OPERATION,									\$2,478 00	
EXPENSES OF OPERATION.										
Maintenance of way and structures:										
Repairs of roadway,	.	.	.	.	.	.	.	.	\$1,200 00
Renewals of ties,	.	.	.	.	.	.	.	.	400 00
Stationery and printing,	.	.	.	.	.	.	.	.	12 00
TOTAL,									\$1,612 00	
Maintenance of equipment: repairs and renewals of locomotives,										\$500 00
Conducting transportation:										
Engine and roundhouse men,	.	.	.	.	.	.	.	.	\$751 00
Fuel for locomotives,	.	.	.	.	.	.	.	.	150 00
Water supply for locomotives,	.	.	.	.	.	.	.	.	20 00
Oil, tallow and waste for locomotives,	.	.	.	.	.	.	.	.	50 00
Other expenses of transportation,	.	.	.	.	.	.	.	.	400 00
TOTAL,									\$1,371 00	

Recapitulation :		
Maintenance of way and structures,		\$1,612 00
Maintenance of equipment,		500 00
Conducting transportation,		1,871 00
TOTAL OPERATING EXPENSES,		\$3,483 00
VOLUME OF TRAFFIC, ETC.		
Passenger traffic :		
Number of passengers carried paying revenue,		12,000
Number of passengers carried one mile,		72,000
Average length of journey per passenger,		6 miles.
Train mileage :		
Miles run by passenger trains (estimated),		4,000
Total train mileage,		4,000
Employees :		
Average number of persons employed,		9

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Average Weight.
LOCOMOTIVES.		
Passenger,	1	Tons. 9
CARS — PASSENGER SERVICE.		
Passenger cars,	3	-
Baggage, express and mail cars,	1	-
TOTAL,	4	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.		
Number of crossings of company's railroad by highways at grade,		4
Number of highway crossings at grade unprotected,		4
MISCELLANEOUS.		
Total length of railroad line operated by the company,		8.78 miles.
Total length of railroad line operated in Massachusetts,		8.78 "
Total length of railroad track (computed as single track) operated by the company,		9.28 "
Total length of railroad track (computed as single track) operated in Massachusetts,		9.28 "

NAME AND ADDRESS OF THE MANAGER.

JOSEPH M. WARDWELL,

EDGARTOWN, MASS.

I hereby certify that the statements contained in the foregoing return are full, just and true.

JOSEPH M. WARDWELL.

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 9, 1896. Then personally appeared the above-named Joseph M. Wardwell, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me.

CHARLES E. ABBOTT,

Justice of the Peace.

RETURN

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD

COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.							
Total income from lease of road,	.	.	.	.	.	.	\$4,049 68
Charges upon income accrued during the year:							
Interest on funded debt,	.	.	.	.	.	.	600 00
NET DIVISIBLE INCOME,	.	.	.	.	.	.	\$3,449 68
Dividends declared ($8\frac{1}{2}$ per cent),	.	.	.	.	.	.	3,500 00
Deficit for year ending June 30, 1896,	.	.	.	.	.	.	\$50 32
Amount of deficit June 30, 1895,	.	.	.	.	.	.	8,420 97
TOTAL DEFICIT JUNE 30, 1896,. . . . .	.	.	.	.	.	.	\$8,471 29
<hr/>							
GENERAL BALANCE SHEET JUNE 30, 1896.							
ASSETS.							DR.
Cost of road,	.	.	.	.	.	.	\$101,308 23
Cash,	.	.	.	.	.	.	220 48
Profit and Loss balance (deficit),	.	.	.	.	.	.	8,471 29
TOTAL,	.	.	.	.	.	.	\$110,000 00
LIABILITIES.							CR.
Capital stock,	.	.	.	.	.	.	\$100,000 00
Funded debt,	.	.	.	.	.	.	10,000 00
TOTAL,	.	.	.	.	.	.	\$110,000 00
<hr/>							
CAPITAL STOCK.							
Capital stock authorized by law,	.	.	.	.	.	.	\$100,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	100,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	\$100,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	1,000
Number of stockholders,	.	.	.	.	.	.	22
Number of stockholders in Massachusetts,	.	.	.	.	.	.	21
Amount of stock held in Massachusetts,	.	.	.	.	.	.	\$99,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds, . . .	6	Jan. 1, 1909,	\$10,000 00	\$600 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	4
Number of highway crossings at grade unprotected, . . .	4
Number of highway bridges 18 feet (or more) above track, .	2
Number of highway bridges less than 18 feet above track, .	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass. James F. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James M. Freeman, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
JOSEPH G. RAY,
JAMES M. FREEMAN,
GEORGE W. WIGGIN,
JAMES F. RAY,

Directors.

JOSEPH G. RAY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Aug. 5, 1896. Then personally appeared the above-named Edgar K. Ray, Joseph G. Ray, James M. Freeman, George W. Wiggin and James F. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,

Justice of the Peace.

RETURN

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$6,074 52
Expenses and charges upon income accrued during the year :		
Salaries and maintenance of organization,	\$463 67	
Interest on funded debt,	8,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		8,463 67
Surplus for year ending June 30, 1896,		\$2,610 85
Amount of deficit June 30, 1895,		84,760 50
TOTAL DEFICIT JUNE 30, 1896,		\$82,149 65
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR
Cost of road,		\$173,381 13
Cash.		3,069 22
Profit and Loss balance (deficit),		82,149 65
TOTAL,		\$208,600 00
LIABILITIES.		CR.
Capital stock,		\$148,600 00
Funded debt,		60,000 00
TOTAL,		\$208,600 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	148,600 00	
Capital stock issued and outstanding,		\$148,600 00
Number of shares issued and outstanding,	1,486	
Number of stockholders,	87	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	\$145,100 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage,	5	Dec. 1, 1908,	\$60,000 00	\$3,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	21
Number of crossings of company's railroad by highways above railroad,	1
Number of highway crossings at grade protected by gates,	1
Number of highway crossings at grade protected by flagmen,	3
Number of highway crossings at grade unprotected,	17
Number of highway bridges 18 feet (or more) above track,	1
Height of lowest highway bridge above track,	21 feet.

MILFORD, MASS., Sept. 5, 1896.

Railroad Commissioners, Boston, Mass.

GENTLEMEN : — This road is operated by the New England Railroad Company under an agreement for one year from April 1, 1896, upon same conditions as in former lease to the New York & New England Railroad Company, except that they pay a rental of thirty-six hundred dollars instead of fifteen per cent of the gross receipts of this road and the Milford, Franklin & Providence Railroad.

Yours truly,
J. E. WALKER,
Treasurer.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willlam F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Claflin, Milford, Mass.
John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George A.
Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM F. DRAPER,
JOHN P. DANIELS,
C. F. CLAFLIN,

Directors.

JAMES E. WALKER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. SEPT. 7, 1896. Then personally appeared the above-named William F. Draper, John P. Daniels, C. F. Claflin and James E. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,

Justice of the Peace.

RETURN

OF THE

**TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET
BEACH RAILROAD COMPANY**

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.						
Total income from lease of road.	.	.	.	.	.	\$6,250 00
Charges upon income accrued during the year:						
Interest on funded debt,	.	.	.	.	.	\$6,250 00
GENERAL BALANCE SHEET JUNE 30, 1896.						
ASSETS.					Dr.	
Cost of road,	.	.	.	.	.	\$250,000 00
TOTAL,	.	.	.	.	.	\$250,000 00
LIABILITIES.					Cr.	
Funded debt,	.	.	.	.	.	\$250,000 00
TOTAL,	.	.	.	.	.	\$250,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	4
Number of highway crossings at grade protected by flagmen,	2
Number of highway crossings at grade unprotected,	2

I hereby certify that the statements contained in the foregoing return are full, just and true.

ARTHUR W. MOORS,

Trustee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 21, 1896. Then personally appeared the above-named Arthur W. Moors, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDWARD PELHAM DODD,

Notary Public.

RETURN
OF THE
NANTUCKET CENTRAL RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1896.

[A narrow-gauge railroad.]

GENERAL BALANCE SHEET JUNE 30, 1896.				
ASSETS.			Dr.	
Cost of road and equipment.	.	.	.	\$33,000 00
TOTAL.	.	.	.	\$33,000 00
LIABILITIES.			Cr.	
Capital stock.	.	.	.	\$15,000 00
Funded debt.	.	.	.	17,000 00
TOTAL.	.	.	.	\$32,000 00

CAPITAL STOCK.				
Capital stock authorized by law.	.	.	\$15,000 00	
Capital stock authorized by vote of company.	.	.	15,000 00	
Capital stock issued and outstanding.	.	.	.	\$15,000 00
Number of shares issued and outstanding.	.	.	150	
Number of stockholders.	.	.	5	
Number of stockholders in Massachusetts.	.	.	5	
Amount of stock held in Massachusetts.	.	.	\$15,000 00	

FIXED DEBT.				

DESCRIPTION OF DEBT.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.

	Per Cent.			
Mortgage bonds.	5	Feb. 1, 1900.	\$17,000 00	-

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Average Weight.	Equipped with Automatic Couplers.	Name of Coupler.
LOCOMOTIVES.		Tons.		
Passenger,	2	18	-	-
CARS — PASSENGER SERVICE.				
Passenger cars,	3	-	3	Miller.
Baggage, express and mail cars,	1	-	-	-
TOTAL,	4	-	-	-
CARS — FREIGHT SERVICE.				
Flat cars,	3	-	-	-
CARS — COMPANY'S SERVICE.				
Gravel cars,	1	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	4
Number of highway crossings at grade protected by flagmen,	4

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,
NANTUCKET, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, Boston, Mass. Delmont L. Weeks, *Treasurer and General Manager*, Boston, Mass., or Nantucket, Mass. Melvin M. Johnson, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Byron B. Johnson, Waltham, Mass. George R. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. Henry S. Milton, Waltham, Mass. Benjamin W. Gilbert, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,
DELMONT L. WEEKS,
BYRON B. JOHNSON,

Directors.

DELMONT L. WEEKS,

Treasurer.

DELMONT L. WEEKS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 12, 1896. Then personally appeared the above-named Henry S. Milton, Delmont L. Weeks and Byron B. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MELVIN M. JOHNSON,

Justice of the Peace.

RETURN

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Amount of deficit June 30, 1895,	\$646,694 29
TOTAL DEFICIT JUNE 30, 1896,	\$646,694 29
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	DR.
Cost of road,	\$1,057,031 20
Due from solvent companies and individuals,	6,257 41
Profit and Loss balance (deficit),	646,694 29
TOTAL,	\$1,709,982 90
LIABILITIES.	CR.
Capital stock,	\$500,000 00
Funded debt,	500,000 00
Current liabilities:	
Loans and notes payable,	\$105,509 90
Matured interest coupons unpaid (including coupons due July 1),	604,473 00
TOTAL CURRENT LIABILITIES,	709,982 90
TOTAL,	\$1,709,982 90
CAPITAL STOCK.	
Capital stock authorized by law,	\$600,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock issued and outstanding,	\$500,000 00
Number of shares issued and outstanding,	5,000
Number of stockholders,	154
Number of stockholders in Massachusetts,	86
Amount of stock held in Massachusetts,	\$67,800 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds, . . .	6	Oct. 1, 1904,	\$500,000 00	-

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report)

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. John H. Pearson, Concord, N. H.
Frederick Smyth, Manchester, N. H. Joseph W. Fellows, Manchester,
N. H. Charles Williams, Manchester, N. H. Frank S. Streeter, Concord,
N. H. Henry A. Kimball, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
J. H. PEARSON,
FRANK S. STREETER,
HENRY A. KIMBALL,
JOHN F. WEBSTER,
Directors.
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. SEPT. 15, 1896. Then personally appeared the above-named Benjamin A. Kimball, John H. Pearson, John F. Webster, Frank S. Streeter and Henry A. Kimball, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN M. MITCHELL,
Justice of the Peace.

RETURN
OF THE
NASHUA & LOWELL RAILROAD CORPORATION
FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$78,000 00
Interest received on notes owned,	5,000 00
Income from other sources: interest on investments, mortgages and collateral notes,	2,634 31
GROSS INCOME,	\$80,634 31
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,706 75
Interest on funded debt,	5,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	6,706 75
NET DIVISIBLE INCOME,	\$78,927 56
Dividends declared, 9 per cent,	72,000 00
SURPLUS FOR YEAR ENDING JUNE 30, 1896,	\$1,927 56
Amount of surplus June 30, 1895,	146,550 29
TOTAL SURPLUS JUNE 30, 1896,	\$148,477 85
GENERAL BALANCE SHEET JUNE 30, 1896.	
	Dr.
ASSETS.	
Cost of road,	\$684,242 07
Cost of equipment,	218,242 95
TOTAL PERMANENT INVESTMENTS,	\$902,485 02
Cash,	\$4,841 08
Bills receivable,	100,000 00
Due from solvent companies and individuals,	48,006 25
TOTAL CASH AND CURRENT ASSETS,	147,847 33
TOTAL,	\$1,049,832 35

LIABILITIES.				CR.
Capital stock,	.	.	.	\$400 00 00
Funded debt,	.	.	.	100 00 00
Current liabilities:				
Dividends not called for,	.	.	.	\$1,342 50
Matured interest coupons unpaid (including coupons due July 1),	.	.	.	12 00
TOTAL CURRENT LIABILITIES,				1 354 50
Profit and Loss balance (surplus),	.	.	.	147 47 50
TOTAL,				\$1,501 97 50

CAPITAL STOCK.			
Capital stock authorized by law,	.	.	\$800,000 00
Capital stock authorized by votes of company,	.	.	800,000 00
Capital stock issued and outstanding,	.	.	\$200 00 00
Number of shares issued and outstanding,	.	.	8,000
Number of stockholders,	.	.	397
Number of stockholders in Massachusetts,	.	.	196
Amount of stock held in Massachusetts,	.	.	\$514,700 00

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Five per cent, plain,	5	July 1, 1900,	\$100,000 00	\$5,000 00

DESCRIPTION OF RAILROAD.	
(See tabulated description in preceding appendix to report.)	

RAILROAD CROSSINGS IN MASSACHUSETTS.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	5
Number of crossings of company's railroad by highways above railroad,	2
Number of crossings of company's railroad by highways under railroad,	2
Number of highway crossings at grade protected by gates,	4
Number of highway crossings at grade protected by flagmen,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. W. W. Bailey, *Treasurer*, Nashua, N. H. C. E. A. Bartlett, *Auditor*, Chelmsford, Mass. W. A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

F. A. Brooks, Boston, Mass. C. E. A. Bartlett, Chelmsford, Mass. W. W. Bailey, Nashua, N. H. A. S. Hall, Winchester, Mass. E. A. Newell, Wilton, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FRANCIS A. BROOKS,
C. E. A. BARTLETT,
W. W. BAILEY,

Directors.

W. W. BAILEY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 7, 1896. Then personally appeared the above-named Francis A. Brooks, C. E. A. Bartlett and W. W. Bailey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM G. WAITT,
Justice of the Peace.

RETURN

OF THE

NEWBURYPORT RAILROAD

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1896.				
ASSETS.			Dr.	
Cost of road,				\$597,386 32
TOTAL,				\$597,386 32
LIABILITIES.			Cr.	
Capital stock,				\$230,540 00
Funded debt,				300,000 00
Profit and Loss balance (surplus),				77,046 32
TOTAL,				\$597,586 32

CAPITAL STOCK.				
Capital stock authorized by law,		\$430,000 00		
Capital stock authorized by votes of company,		300,000 00		
Capital stock issued and outstanding,				\$230,540 00
Amount paid in on shares not yet issued,				19,446 32
TOTAL CAPITAL STOCK LIABILITY,				\$230,540 00
Number of shares issued and outstanding,		2,009		
Number of stockholders,		296		
Number of stockholders in Massachusetts,		292		
Amount of stock held in Massachusetts,		\$121,500 00		

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Payable during Year.
	Per Cent.			
Mortgage bonds,	8	Nov. 15, 1932,	\$3,900 00	-
Mortgage bonds,	6	(Oct. 15, 1854,	20,200 00	-
Mortgage bonds,	6	Dec. 15, 1857,	113,700 00	-
Mortgage bonds,	6	March 1, 1870,	295,000 00	-
TOTAL,			\$442,800 00	-
All of which are owned by the Boston & Maine Railroad, and for which the liability of the Newburyport Railroad at the termination of the lease is			\$300,000 00	-

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.	
Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	81
Number of crossings of company's railroad by highways above railroad,	2
Number of crossings of company's railroad by highways under railroad,	2
Number of highway crossings at grade protected by gates,	2
Number of highway crossings at grade protected by flagmen,	18
Number of highway crossings at grade unprotected,	11
Number of highway bridges 18 feet (or more) above track,	1
Number of highway bridges less than 18 feet above track,	1
Height of lowest highway bridge above track,	14 ft., 9½ in.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Wm. J. Hobbs, *Auditor*, Boston, Mass. Sigourney Butler, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Wm. T. Hart, Boston, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

(July 22, 1896.)	LUCIUS TUTTLE,
(July 23, 1896.)	WM. T. HART,
(July 29, 1896.)	HENRY R. REED,
(July 29, 1896.)	HENRY M. WHITNEY,
	<i>Directors.</i>
(July 22, 1896.)	AMOS BLANCHARD,
	<i>Treasurer.</i>

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Personally appeared the above-named Lucius Tuttle, Wm. T. Hart, Henry R. Reed, Amos Blanchard and Henry M. Whitney, on the several dates placed opposite to their respective signatures, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,

Justice of the Peace.

RETURN
OF THE
NEW ENGLAND RAILROAD COMPANY

FOR THE TEN MONTHS ENDING JUNE 30, 1896.*

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,851,619 00
Operating expenses,	3,564,533 30
NET INCOME FROM OPERATION,	\$1,287,085 70
Miscellaneous income, less expense of collecting: rents, .	19,582 00
GROSS INCOME ABOVE OPERATING EXPENSES,.	\$1,306,667 70
Charges upon income accrued during the year:	
Interest on funded debt,	\$250,250 00
Interest and discount on unfunded debts and loans,†	608,684 02
Taxes,	170,000 00
Rentals of leased roads:	
Norwich & Worcester R.R., \$213,252 03	
Rhode Island & Massachusetts Railroad,	16,666 66
Rockville Railroad,	3,572 19
Providence & Springfield Railroad,	19,622 50
Woonsocket & Pascoag R.R.,	10,000 00
Milford & Woonsocket R.R.,	4,330 53
Milford, Franklin & Providence Railroad,	2,887 02
	270,330 93
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,.	1,299,264 95
Surplus for year ending June 30, 1896,	\$7,402 75
Deductions during the year: worthless accounts and balances written off,	76 70
TOTAL SURPLUS JUNE 30, 1896,	\$7,326 05

* For return of Receivers of New York & New England Railroad Company for the two months ending August 31, 1895, see page 183, *post*.

† This amount is made up as follows:—
Interest on New York & New England Railroad Company's first mortgage bonds, Sept. 1, 1895, to June 30, 1896:
\$6,000,000.00 at 7 per cent per annum, \$350,000 00
4,000,000.00 at 6 per cent per annum, 200,000 00
\$550,000 00
Interest on New York & New England Railroad Company's Boston Terminal first mortgage bonds, Sept. 1, 1895, to June 30, 1896:
\$1,600,000 00 at 4 per cent per annum, 60,000 00
Interest on New York & New England Railroad Company's real estate mortgages and contracts, less credits, 8,684 02
\$608,684 02

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service :			
Gross receipts from passengers,	\$1,505,882 85		
Deductions :			
Tickets redeemed, . . . . .	. . . . .	\$3,508 60	
Excess fares refunded, . . . . .	. . . . .	11,803 80	
Total deductions, . . . . .	. . . . .	\$15,311 90	
NET REVENUE FROM PASSENGERS, . . . . .	. . . . .	. . . . .	\$1,490,570 95
From mails,	\$49,290 76		
From express,	132,185 01		
From extra baggage and storage,	13,841 55		
Other earnings, passenger service : hauling milk, carrying newspapers, etc.,	33,702 33		
			229,019 65
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$1,719,590 60
Freight service :			
Gross receipts from freight,	\$3,027,313 26		
Deductions :			
Overcharge to shippers, . . . . .	. . . . .	\$27,724 54	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$2,999,588 72
From elevators,	\$2,534 86		
Other earnings, freight service : wharves and docks, switching, demurrage, storage, etc.,	124,403 44		
			126,938 30
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$3,126,527 02
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$4,846,117 62
Other earnings from operation :			
Rentals from buildings and other property,	\$4,717 55		
From other sources : privileges, etc.,	783 83		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	5,501 38
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$4,851,619 00

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers,	\$45,966 64
Salaries of clerks and attendants,	53,439 29
General office expenses and supplies,	13,560 13
Insurance,	9,050 48
Law expenses,	22,984 73
Stationery and printing (general offices),	5,071 82
Other general expenses : advertising, director's fees, etc.,	1,870 21
TOTAL,	\$151,943 30
Maintenance of way and structures :	
Repairs of roadway,	\$263,361 59
Renewals of rails,	18,445 77
Renewals of ties,	69,825 45
Repairs and renewals of bridges and culverts,	71,273 31
Repairs and renewals of fences, road crossings, signs and cattle guards,	19,451 63
Repairs and renewals of buildings and fixtures,	58,148 93

Maintenance of way and structures — *Concluded.*

Repairs and renewals of docks and wharves,	\$20,263 12
Repairs and renewals of telegraph,	1,277 23
Stationery and printing,	235 45
Other expenses of maintaining way and structures: personal injuries, proportion of storehouse expenses, etc., .	2,655 41

TOTAL, \$524,937 89

Maintenance of equipment:

Superintendence,	\$17,766 93
Repairs and renewals of locomotives,	253,014 53
Repairs and renewals of passenger cars,	107,907 31
Repairs and renewals of freight cars,	170,456 40
Repairs and renewals of work cars,	3,525 23
Repairs and renewals of marine equipment,	5,970 85
Repairs and renewals of shop machinery and tools, . .	18,839 72
Stationery and printing,	372 31
Other expenses of maintaining equipment: heating and lighting shops, watchmen, proportion of storehouse expenses, etc.,	11,683 49

TOTAL, \$589,536 77

Conducting transportation:

Superintendence,	\$71,049 28
Engine and roundhouse men,	342,442 94
Fuel for locomotives,	444,094 30
Water supply for locomotives,	23,050 14
Oil, tallow and waste for locomotives,	14,977 23
Other supplies for locomotives,	4,781 13
Train service,	269,803 56
Train supplies and expenses,	50,474 16
Switchmen, flagmen and watchmen,	200,247 37
Telegraph expenses,	72,504 75
Station service,	877,641 02
Station supplies,	85,883 65
Car mileage — balance,	124,399 39
Hire of equipment,	9,698 25
Loss and damage,	4,128 08
Injuries to persons,	7,542 79
Clearing wrecks,	4,303 31
Operating marine equipment,	65,530 46
Advertising,	7,895 43
Outside agencies,	24,676 24
Commissions,	274 39
Stock yards and elevators,	757 23
Rentals for tracks, yards and terminals,	102,233 50
Rentals of buildings and other property,	10,350 80
Stationery and printing,	23,690 43
Other expenses of conducting transportation: proportion of general storehouse expenses, etc.,	5,685 51

TOTAL, \$2,298,115 34

Recapitulation:

General expenses,	\$151,943 30
Maintenance of way and structures,	524,937 89
Maintenance of equipment,	589,536 77
Conducting transportation,	2,298,115 34

TOTAL OPERATING EXPENSES, \$3,564,533 30

Percentage of operating expenses to earnings, 73.47

GENERAL BALANCE SHEET JUNE 30, 1896.

ASSETS.		Dr.	
Cost of road, }			\$30,005,000 00
Cost of equipment, }			
Cash, .		\$481,207 80	
Bills receivable, .		10,000 00	
Due from agents, .		296,389 42	
Net traffic balances due from other companies, .		97,244 29	
Due from solvent companies and individuals, .		117,685 11	
TOTAL CASH AND CURRENT ASSETS, .			1,002,526 62
Materials and supplies, .			379,945 95
TOTAL, .			\$31,387,472 57
LIABILITIES.		Cr.	
Capital stock, common, .		\$20,000,000 00	
Capital stock, preferred, .		5,000,000 00	
TOTAL CAPITAL STOCK, .			\$25,000,000 00
Funded debt,* .			5,005,000 00
Current liabilities:			
Loans and notes payable, .		\$100,000 00	
Audited vouchers and accounts, .		318,372 70	
Salaries and wages, .		28,840 22	
Net traffic balances due other companies, .		278,248 78	
Matured interest coupons unpaid (including coupons due July 1), .		339,434 00	
TOTAL CURRENT LIABILITIES, .			1,064,395 70
Accrued liabilities:			
Interest accrued and not yet due, .		\$20,144 72	
Rentals accrued and not yet due, .		7,750 00	
TOTAL ACCRUED LIABILITIES, .			27,894 72
Sinking and other special funds: credit balances, .			282,856 10
Profit and Loss balance (surplus), .			7,326 05
TOTAL, .			\$31,387,472 57

CAPITAL STOCK.

Capital stock authorized by law, common, .	\$20,000,000 00	
Capital stock authorized by law, preferred, .	5,000,000 00	
Total amount authorized by law, .		\$25,000,000 00
Capital stock authorized by votes of company, common, .	\$20,000,000 00	
Capital stock authorized by votes of company, preferred, .	5,000,000 00	
Total amount authorized by vote, .		\$25,000,000 00
Capital stock issued and outstanding, common, .		\$20,000,000 00
Capital stock issued and outstanding, preferred, .		5,000,000 00
Total capital stock outstanding, .		\$25,000,000 00

* See note, page 162.

Number of shares issued and out- standing, common,	200,000		
Number of shares issued and out- standing, preferred,	50,000		
Total number of shares outstanding,		250,000	
Number of stockholders, common,	303		
Number of stockholders, preferred,	559		
Total number of stockholders,		862	
Number of stockholders in Massa- chusetts, common,	172		
Number of stockholders in Massa- chusetts, preferred,	451		
Total stockholders in Massachusetts,		623	
Amount of stock held in Massachusetts, com- mon,		\$649,800 00	
Amount of stock held in Massachusetts, pre- ferred,		8,070,700 00	
Total stock held in Massachusetts,			\$3,720,000 00

FUNDED DEBT.*

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Consolidated mortgage bonds,	5	July 1, 1945,	\$5,005,000 00	\$250,125 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:				
Number of passengers carried paying revenue,				6,883,198
Number of passengers carried one mile,				75,877,109
Number of passengers carried one mile per mile of road operated,				136.701
Average length of journey per passenger,				11.024 miles.
Average amount received from each passenger,				21.655 cents.
Average amount received per passenger per mile carried,				1.964 "
Passenger earnings per mile of road operated,				\$3,098 03
Passenger earnings per passenger-train mile run,				1 08.202
Freight traffic:				
Number of tons of freight hauled earning revenue,				2,761,019
Number of tons of freight hauled one mile,				266,481,171
Number of tons of freight hauled one mile per mile of road operated,				480,094

* The New England Railroad Company holds its title subject to a mortgage given by the New York & New England Railroad Company, dated Jan. 1, 1876, for \$10,000,000, maturing Jan. 1, 1905, and holds a portion of its Boston terminals subject to mortgages given by the New York & New England Railroad Company for \$1,500,000. The amount of these mortgage bonds, \$11,500,000, is not included in the funded or other debt as stated in this return.

Freight traffic — Concluded.

Average length of haul per ton,	96.52 miles.
Average amount received for each ton of freight,	\$1 08.641
Average amount received per ton per mile hauled,	1.126 cents.
Freight earnings per mile of road operated,	\$5,632 77
Freight earnings per freight-train mile run,	2 12.592
Operating expenses :	
Operating expenses per mile of road operated,	\$6,421 89
Operating expenses per revenue-train mile run,	1 16.492
Train mileage :	
Miles run by passenger trains,	1,581,184
Miles run by freight trains,	1,446,513
Miles run by mixed trains,	82,209
Total mileage of trains earning revenue,	3,059,906
Miles run by switching trains,	819,021
Miles run by construction and other trains,	446,835
Total train mileage,	4,325,262
Fares and freights :	
Average rate of fare per mile on local tickets,	1.8960 cents.
Average rate of fare per mile on commutation tickets,	1.3619 "
Average rate of fare per mile on mileage tickets,	2.0000 "
Average rate of fare per mile on season tickets, . . . . .	.7132 "
Average rate of fare per mile on joint tickets,	2.3577 "
Average rate of freight per ton mile on local way-bill,	2.4100 "
Average rate of freight per ton mile on joint way-bill, . . . . .	.8430 "
Passengers to and from Boston :	
Number of passengers (including season-ticket) to Boston,	1,452,634
Number of passengers (including season-ticket) from Boston,	1,462,195
Season-ticket passengers to and from Boston,	68,865
Employees :	
Average number of persons employed,	4,095

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						Tons.	Tons.
Passenger,		58	18	76	76	64½	37
Freight,		102	8	105	105	74	54
Switching, etc.,		21	6	27	27	45	32
TOTAL,		181	27	208	208	-	-

DESCRIPTION OF EQUIPMENT—Concluded.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brake.	Equipped with Automatic Coupler.	Name of Coupler.
CARS — PASSENGER SERVICE.						
Passenger cars,	160	18	178	178	178	Miller.
Combination cars,	44	7	51	51	51	Miller.
Dining cars,	8	-	8	8	8	Miller.
Parlor cars,	8	-	8	8	8	Miller.
Baggage, express and mail cars,	26	4	30	30	30	Miller.
Other cars in passenger service,	5	1	6	6	6	Miller.
TOTAL,	241	30	271	271	271	-
CARS — FREIGHT SERVICE.						
Box cars,	1,633	252	1,885	238	826	287 American, 1 Interstate, 14 Trojan, 3 Standard, 41 Gould, 1 Wells, 1 Empire, 381 Safford link and pin, 36 Buckeye, 12 Norton, 7 Little Giant, 2 Janney, 1 Brown, 28 Dowling, 9 Miller hook.
Flat cars,	263	21	284	-	-	
Coal cars,	1,535	184	1,719	1	401	
Other cars in freight service,	269	372	641	-	-	
TOTAL,	3,700	829	4,529	239	1,227	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	2	-	2	2	2	Miller.
Derrick cars,	3	-	3	-	-	-
Caboose cars,	64	7	71	-	-	-
Other cars in company's service,	7	-	7	4	-	-
TOTAL,	76	7	83	6	2	-

Number of 8-wheel cars in passenger service fitted with brakes for all wheels, 271

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	159
Number of crossings of company's railroad by highways above railroad,	45
Number of crossings of company's railroad by highways under railroad,	33
Number of highway crossings at grade protected by gates,	24
Number of highway crossings at grade protected by flagmen,	12

Number of highway crossings at grade protected by electric signals only,	5
Number of highway crossings at grade unprotected,	118
Number of highway grade crossings now in process of abolition,	3
Number of highway grade crossings for abolition of which petition is now pending,	18
Number of highway bridges 18 feet (or more) above track,	17
Number of highway bridges less than 18 feet above track,	28
Height of lowest highway bridge above track,	14 ft., 2½ in.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (4 in number), viz. : New York, New Haven & Hartford Railroad at Walpole. New York, New Haven & Hartford Railroad at Medfield. Milford, Franklin & Providence Railroad at Bellingham. Norwich & Worcester Railroad at Webster.	
Number of above crossings at which interlocking signals are established,	2
Number of crossings over other railroads,	2
Number of crossings under other railroads,	1

NEW BRIDGES BUILT DURING THE YEAR.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By whom Built.
12, Hyde Park, .	Moseley iron truss.	2 spans, plate girder, deck.	39 feet 8 inches, 2 tracks.	Pennsylvania Steel Company.
3, Webster, Southbridge Branch.	Wooden lattice truss.	1 span, plate girder, deck.	96 feet 9 inches, 1 track.	Pennsylvania Steel Company.
42, west of Blackstone.	Wooden Howe truss, deck.*	Temporary frame trestle.	-	-

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number and Location.	Description of Bridge.	Description of Work Done.
1, Boston, . . .	Pile bridge.	120 piles put in and 50,000 feet new track stringers put in.
2, South Boston, .	Drawbridge.	New top chord and 52 new ties put in.
6, Cottage Street, Boston.	Plate girder.	New floor on east-bound track.
14, Readville, . . .	Plate girder.	New floor on middle track.
1, Franklin, . . .	Stringer.	New stringers put in.
5, No Bellingham,	Stringer.	New stringers put in.
4, Medfield, . . .	Pile trestle.	New bracing put in.
7, East Blackstone,	Pile trestle.	8 new posts and additional bracing put in.
Total length of pile and trestle bridging (in feet),		2,428

* Destroyed by fire.

MISCELLANEOUS.	
Total length of railroad line operated by the company, . . .	527.75 miles.
Total length of railroad line operated in Massachusetts, . . .	150.27 "
Total length of railroad track (computed as single track) operated by the company,	832.99 "
Total length of railroad track (computed as single track) operated in Massachusetts,	281.99 "
Length of additional steel-rail track laid during the year on lines owned,	9.18 "
Total length of track now laid with steel rails on same, . . .	583.44 "
Length of additional steel-rail track laid during the year on lines operated under lease or contract, . . . . .	.81 "
Total length of track now laid with steel rails on same, . . .	169.13 "
Company commenced operation Sept. 1, 1895.	

GENERAL REMARKS AND EXPLANATIONS.

The Meriden, Waterbury & Connecticut River Railroad was operated by this company from Sept. 1, 1895, to May 30, 1896; length, 30.84 miles.

The average total length of railroad line operated by the company for the ten months ending June 30, 1896, is 555.06 miles.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	1	-	5	-	6	2	14
Employees, .	-	4	2	42	2	46	16	131
Other persons,	-	-	7	9	7	9	27	33
TOTAL, .	-	5	9	56	9	61	45	178

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Date.	Cause within Control.	Employees, Passengers or Others.	Name.	Location.	Killed or Injured.	Nature of Accident.
1893.						
Sept. 5.	Yes.	Employee.	Eugene Sherman,	Webster,	Killed.	Struck by overhead bridge.
" 11.	"	Others.	Michael Burke,	South Boston,	Injured.	Caught between wagon and car.
" 12.	"	Employee.	Chas. Mair,	Norwood Shop,	Injured.	Caught in machinery.
" 13.	"	Employee.	Dennis Crummins,	Norwood Shop,	Injured.	Caught in machinery.
" 17.	"	Employee.	A. E. Cole,	South Worcester,	Injured.	Coupling cars.
" 18.	"	Employee.		Walpole,	Injured.	Coupling cars.
" 18.	"	Others.		Woonsocket Junction,	Injured.	Struck by train at crossing.
" 19.	"	Employee.		South Worcester,	Injured.	Coupling cars.
" 26.	"	Others.		Franklin,	Injured.	Walking on track.
" 30.	"	Employee.		Boston,	Injured.	Trucking freight.
" 30.	"	Employee.		Norwood Shop,	Injured.	Iron slipping and falling on foot.
Oct. 3.	"	Employee.		South Boston,	Injured.	Coupling cars.
" 5.	"	Employee.		Newham,	Injured.	Coupling cars.
" 6.	No.	Employee.		South Boston,	Injured.	Thrown down by other cars striking the car he was in.
" 6.	"	Employee.		South Boston,	Injured.	Thrown down by other cars striking the car he was in.
" 9.	"	Employee.		Woonsocket Junction,	Injured.	Struck by train on crossing.
" 11.	Yes.	Others.		Hyde Park,	Injured.	Striking overhead bridge.
" 14.	"	Employee.		South Boston,	Injured.	Walking track.
" 15.	"	Employee.		North Oxford,	Injured.	Coupling cars.
" 17.	"	Employee.		Glenwood Avenue,	Injured.	Standing on track and struck by train.
" 17.	"	Employee.		Woonsocket Junction,	Injured.	Coupling cars.
" 17.	"	Passenger.		Harvard Street,	Injured.	Trying to board train in motion.
" 18.	"	Employee.		Franklin,	Injured.	Coupling cars.
" 20.	"	Employee.	Thomas Keefe,	Franklin,	Injured.	Coupling cars.
Nov. 2.	"	Employee.	A. B. Patterson,	Ashland,	Injured.	Struck by overhead bridge.
" 4.	"	Employee.	C. E. Belcher,	Mt. Rowdoin,	Injured.	Iron chip imbedded in arm.
" 7.	"	Employee.	John Connelley,	Norwood Shop,	Injured.	Caught in lifting apparatus.
" 8.	"	Employee.	Arthur E. Cole,	South Boston,	Injured.	Fell from car ladder.
" 13.	"	Employee.	J. P. Burnet,	South Worcester,	Injured.	Uncoupling cars.
" 13.	"	Others.	John Fahy,	Glenwood Avenue,	Injured.	Found on track.
" 15.	"	Employee.	W. H. Torrey,	South Boston,	Killed.	Coupling cars.
" 16.	"	Others.	Peter Boucher,	Franklin,	Injured.	Coupling cars.
" 21.	"	Employee.	James E. Manning,	Webster,	Killed.	Struck on crossing.
" 21.	"	Employee.	Frank Shelds,	Franklin,	Injured.	Fell from car.
" 21.	"	Employee.	James St. Andrews,	South Boston,	Injured.	Coupling cars.
" 26.	"	Passenger.	Dennis Sullivan,	South Worcester,	Injured.	Fell from car.
" 26.	"			Franklin,	Injured.	Intoxicated and fell from car steps.

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS—Concluded.

Date.	Cause within Control.	Employees, Passengers or Others.	Name.	Location.	Killed or Injured.	Nature of Accident.
1893.						
Nov. 29.	Yes.	Employee.	Wm. E. Noble.	South Worcester.	Injured.	
" 30.	"	Passenger.	Wm. Barrett.	Franklin.	Injured.	
Dec. 3.	"	Employee.	J. Shea.	Armory Station.	Injured.	
" 5.	"	Employee.	Anthony Connell.	South Boston.	Injured.	
" 12.	"	Employee.	A. F. Paterson.	Milford.	Injured.	
" 13.	"	Employee.	John Mosser.	Worcester.	Injured.	
" 16.	"	Employee.	John Monahan.	South Boston.	Injured.	
" 19.	"	Employee.	James E. Mulhimmans.	Milford.	Injured.	
" 19.	"	Employee.	W. J. Burke.	South Boston.	Injured.	
" 22.	No.	Others.	Patrick Cremone.	Hyde Park.	Killed.	Body found on track.
" 23.	Yes.	Employee.	Timothy Sullivan.	South Boston.	Injured.	Unloading freight.
" 24.	"	Employee.	Albert Dolles.	Needham.	Injured.	Coupling cars.
" 26.	"	Employee.	Joe. Larkin.	South Boston.	Injured.	Coupling cars.
1894.						
Jan. 3.	"	Employee.	A. Workaler.	South Boston.	Injured.	Coupling cars.
" 9.	"	Employee.	Wm. Grimshaw.	South Boston.	Injured.	Struck by train by standing too near track.
" 10.	"	Employee.	Louis Fredette.	Harvard Street.	Killed.	Struck by overhead bridge.
" 10.	"	Employee.	H. L. Mead.	Walpole.	Injured.	Struck by overhead bridge.
Feb. 6.	"	Employee.	Jas. Folan.	Norwood Central.	Injured.	Uncoupling cars.
" 11.	"	Employee.	T. Carroll.	South Boston.	Injured.	Coupling cars.
" 12.	"	Employee.	John O'Neal.	South Boston.	Injured.	Unloading freight.
" 13.	"	Passenger.	Mrs. J. A. Perria.	Boston.	Injured.	Slipped and fell from car steps.
" 16.	"	Others.	Unknown man.	South Boston.	Killed.	Body found on track.
March 14.	No.	Employee.	C. Quilly.	Boston.	Injured.	Number slid from car while coupling.
" 17.	Yes.	Employee.	Dudley Nee.	South Boston.	Injured.	Walking on track.
" 18.	No.	Passenger.	Samuel Darlings.	Walpole.	Injured.	Stone falling into car from arch.
" 20.	Yes.	Others.	Patrick Donahue.	South Uxbridge.	Killed.	Lying on track.
April 21.	"	Others.		Hyde Park.	Injured.	Stealing a ride.
" 23.	"	Employee.		Springfield.	Injured.	Fell from train.
May 6.	"	Others.		Mt Bowdoin.	Killed.	Walking on track.
" 9.	"	Others.	Thomas Welch.	Boston.	Injured.	Walking on track.
" 12.	"	Passenger.	Alfred Wilson.	Dorchester.	Injured.	Jumping from train.
" 17.	"	Others.	Michael McDonald.	Oxford.	Killed.	Asleep on track.
" 18.	"	Others.	J. J. McCarthy.	Westwood Avenue.	Injured.	Attempting to board passing train.
June 15.	"	Others.	Beale Young.	Waldenworth.	Injured.	Ran in front of train.
" 25.	"	Others.			Injured.	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

THE NEW ENGLAND RAILROAD COMPANY,

180 SUMMER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. Wm. T. Hart, *Vice-President*, 180 Summer Street, Boston, Mass. J. T. Odell, *Second Vice-President and General Manager*, 180 Summer Street, Boston, Mass. George B. Phippen, *Treasurer*, 180 Summer Street, Boston, Mass. W. H. Dudley, *Auditor*, 180 Summer Street, Boston, Mass. Jas. W. Perkins, *Clerk of Corporation*, 180 Summer Street, Boston, Mass. John W. Simpson, *General Counsel*, 10 Wall Street, New York, N. Y. C. Peter Clark, *Assistant General Manager*, 180 Summer Street, Boston, Mass. F. E. Dewey, *General Superintendent*, 180 Summer Street, Boston, Mass. W. R. Babcock, *General Passenger Agent*, 180 Summer Street, Boston, Mass. J. M. Williams, *General Freight Agent*, 180 Summer Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William T. Hart, Boston, Mass. Francis L. Higginson, Boston, Mass. N. W. Rice, Boston, Mass. Charles L. Lovering, Boston, Mass. Jesse Metcalf, Providence, R. I. Gorham P. Pomroy, Providence, R. I. Frederick J. Kingsbury, Waterbury, Conn. D. S. Plume, Waterbury, Conn. Charles P. Clark, New Haven, Conn. Robert Bacon, New York, N. Y. John W. Doane, Chicago, Ill.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WM. T. HART,
CHARLES L. LOVERING,
NEHEMIAH W. RICE,
F. L. HIGGINSON,
JESSE METCALF,
GORHAM P. POMROY,

Directors.

GEO. B. PHIPPEN,

Treasurer.

J. T. ODELL,

Second Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Then personally appeared the above-named Wm. T. Hart, J. T. Odell, Geo. B. Phippen, on Aug. 21, 1896; Charles L. Lovering, on Aug. 26, 1896; Nehemiah W. Rice and F. L. Higginson, on Aug. 27, 1896, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER S. WILCOMBE,

Justice of the Peace.

STATE OF RHODE ISLAND.

CITY AND COUNTY OF PROVIDENCE, ss. AUG. 29, 1896. Then personally appeared the above-named Jesse Metcalf and Gorham P. Pomroy, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN HENSHAW,

Notary Public.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road :		
Interest on bonds,	\$233,000 00	
Dividend on stock,	73,800 00	
Rent of Holyoke & Westfield Railroad, .	36,233 57	
Sinking fund, being amount paid by lessees,	15,000 00	
		\$358,023 57
Dividends received on stocks owned :		
Holyoke & Westfield Railroad,	\$800 00	
Southington Water Company,	60 00	
		860 00
GROSS INCOME,		\$358,883 57
Expenses and charges upon income accrued during the year :		
Salaries and maintenance of organization, .	\$765 00	
Interest on funded debt,	233,000 00	
Rentals: Holyoke & Westfield Railroad,* .	36,223 57	
Other expenses and charges upon income:		
sinking fund payment,	15,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME, . .		284,988 57
NET DIVISIBLE INCOME,		\$73,895 00
Dividends declared (8 per cent),		73,800 00
Surplus for year ending June 30, 1896,		\$95 00
Amount of surplus June 30, 1895,		243,928 53
TOTAL SURPLUS JUNE 30, 1896,		\$244,023 53
* Interest on bonds,		\$11,600 00
Fifty per cent gross earnings,		24,623 57
		\$36,223 57

GENERAL BALANCE SHEET JUNE 30, 1896.				
ASSETS.			DR.	
Cost of road.	.	.	.	\$5,731,586 02
Cost of equipment.	.	.	.	850,430 02
Stock of Holyoke & Westfield Railroad Co.,	.		\$20,000 00	
Stock of Southington Water Company,	.		1,000 00	
				21,000 00
TOTAL PERMANENT INVESTMENTS,	.	.	.	\$6,603,017 04
Cash,	.	.	\$1,006 29	
Sinking and other special funds,	.	.	255,000 00	
TOTAL CASH AND CURRENT ASSETS,	.	.	.	\$256,006 29
TOTAL,	.	.	.	\$6,859,023 33
LIABILITIES.			CR.	
Capital stock,	.	.	.	\$2,460,000 00
Funded debt,	.	.	.	3,900,000 00
Sinking and other special funds: consolidated bond sinking fund.	.	.	.	255,000 00
Profit and Loss balance (surplus),	.	.	.	244,023 33
TOTAL,	.	.	.	\$6,859,023 33

SINKING FUNDS.	
Amount, June 30, 1895, of consolidated 6 per cent bonds sinking fund,	\$240,000 00
Additions during year to consolidated 6 per cent bonds sinking fund,	15,000 00
TOTAL SINKING FUNDS JUNE 30, 1896,	\$255,000 00

CAPITAL STOCK.	
Capital stock authorized by law,	\$5,000,000 00
Capital stock authorized by votes of company,	2,600,000 00
Capital stock issued and outstanding,	\$2,460,000 00
Number of shares issued and outstanding,	24,600
Number of stockholders,	46
Number of stockholders in Massachusetts,	14
Amount of stock held in Massachusetts,	\$4,600 00

FUNDED DEBT.					
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.	
	Per Cent.				
First mortgage bonds,	7	Jan., 1899,	\$1,300,000 00	\$91,000 00	
Consolidated mortgage and sinking fund bonds,	6	April, 1909,	1,200,000 00	72,000 00	
Northern extension bonds,	5	April, 1911,	700,000 00	35,000 00	
Convertible bonds,*	5	July, 1896,	700,000 00	35,000 00	
TOTALS,	.	.	\$3,900,000 00	\$233,000 00	

* These bonds extended for eight years in consideration of waiver of the convertible clause.

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	42
Number of crossings of company's railroad by highways above railroad,	20
Number of crossings of company's railroad by highways under railroad,	28
Number of highway crossings at grade protected by gates,	2
Number of highway crossings at grade protected by flagmen,	3
Number of highway crossings at grade unprotected,	37
Number of highway grade crossings now in process of abolition,	4
Number of highway bridges 18 feet (or more) above track,	16
Number of highway bridges less than 18 feet above track,	4
Height of lowest highway bridge above track,	17½ feet.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (1 in number), viz. :	
Boston & Albany at Westfield.	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. John M. Hall, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Charles P. Clark, New Haven, Conn. John M. Hall, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. Fayette S. Curtis, New Haven, Conn. Samuel E. Merwin, New Haven, Conn. William E. Barnett, New Haven, Conn. John C. Hammond, Northampton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHAS. N. YEAMANS,
JOHN M. HALL.

A. HEATON ROBERTSON,
WM. E. BARNETT,
F. S. CURTIS,

Directors.

EDWARD A. RAY,

Treasurer.

R. G. CURTIS,

Superintendent.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 5, 1896. Then personally appeared the above-named John M. Hall, A. Heaton Robertson, Wm. E. Barnett, F. S. Curtis, Edward A. Ray and R. G. Curtis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,

Notary Public.

RETURN
OF THE
NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT).	
Gross earnings from operation,	\$663,786 55
Operating expenses,	433,503 45
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NET INCOME FROM OPERATION,	\$230,283 10
Miscellaneous income, less expense of collecting: rent of buildings, etc.,	49,542 89
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GROSS INCOME ABOVE OPERATING EXPENSES,	\$279,825 99
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,558 80
Taxes,	24,888 39
Rental: New London Northern Railroad,	167,833 34
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TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	194,280 53
<hr/>	
NET DIVISIBLE INCOME,	\$85,545 46
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GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT).	
Total income from lease of road,	\$211,000 00
Income from other sources: interest,	774 00
<hr/>	
GROSS INCOME,	\$211,774 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$4,201 76
Interest on funded debt,	68,120 00
Other expenses and charges upon income:	
depreciation in steamboat property,	88,170 00
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TOTAL EXPENSES AND CHARGES UPON INCOME,	160,491 76
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NET DIVISIBLE INCOME,	\$51,282 24
Dividends declared (9 per cent),	135,000 00
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Deficit for year ending June 30, 1896,	\$83,717 76
Amount of surplus June 30, 1895,	575,489 37
<hr/>	
TOTAL SURPLUS JUNE 30, 1896,	\$491,771 61
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EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$238,880 83		
Deductions:			
Tickets redeemed,		\$147 73	
Excess fares refunded,		2,627 17	
Total deductions,		\$2,774 90	
NET REVENUE FROM PASSENGERS,			\$236,105 93
From mails,	\$15,236 64		
From express,	15,250 00		
From extra baggage and storage,	2,181 09		
			\$32,667 73
TOTAL EARNINGS, PASSENGER SERVICE,			\$268,773 66
Freight service:			
Gross receipts from freight,	\$408,851 91		
Deductions:			
Overcharge to shippers,		\$3,708 02	
TOTAL EARNINGS, FREIGHT SERVICE,			\$405,143 89
GROSS EARNINGS FROM OPERATION,			\$673,917 55

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

General expenses:	
Salaries of general officers,	\$5,403 37
Salaries of clerks and attendants,	5,235 17
General office expenses and supplies,	164 37
Insurance,	1,013 02
Law expenses,	3,821 84
Stationery and printing (general offices),	304 57
Other general expenses: repairs and charges,	114 05
TOTAL,	\$15,559 65
Maintenance of way and structures:	
Repairs of roadway,	\$38,048 74
Renewals of rails,	1,854 24
Renewals of ties,	9,670 00
Repairs and renewals of bridges and culverts,	4,479 78
Repairs and renewals of fences, road crossings, signs and cattle guards,	2,101 51
Repairs and renewals of buildings and fixtures,	3,085 18
Repairs and renewals of docks and wharves,	2,259 70
Repairs and renewals of telegraph,	27 12
Stationery and printing,	8 47
Other expenses of maintaining way and structures:	
Superintendence,	3,726 77
Removing ice and snow,	1,388 26
Tools and machinery,	978 61
Sundries,	969 40
TOTAL,	\$68,595 93

Maintenance of equipment :		
Superintendence,		\$3,860 55
Repairs and renewals of locomotives,		14,992 14
Repairs and renewals of passenger cars,		4,002 05
Repairs and renewals of freight cars,		6,678 18
Repairs and renewals of shop machinery and tools,		1,975 27
Stationery and printing,		78 10
Other expenses of maintaining equipment: incidentals,		2 21
TOTAL,		\$31,588 45
Conducting transportation :		
Superintendence,		\$4,690 80
Engine and roundhouse men,		6,893 84
Fuel for locomotives,		64,289 68
Water supply for locomotives,		1,829 48
Oil, tallow and waste for locomotives,		2,968 40
Train service,		80,846 26
Train supplies and expenses,		2,674 12
Switchmen, flagmen and watchmen,		5,219 31
Telegraph expenses,		3,930 28
Station service,		80,512 19
Station supplies,		4,904 96
Car mileage — balance,		35,722 49
Hire of equipment,		3,681 35
Loss and damage,		2,066 40
Injuries to persons,		4,265 82
Clearing wrecks,		197 02
Advertising,		1,050 78
Outside agencies,		2,179 43
Rentals of buildings and other property,		4,802 64
Stationery and printing,		4,221 77
Other expenses of conducting transportation: incidentals,		1,812 50
TOTAL,		\$317,759 42
Recapitulation :		
General expenses,		\$15,559 65
Maintenance of way and structures,		68,595 93
Maintenance of equipment,		31,588 45
Conducting transportation,		317,759 42
TOTAL OPERATING EXPENSES,		\$433,503 45
Percentage of operating expenses to earnings,		65.3

GENERAL BALANCE SHEET JUNE 30, 1896 (LESSOR'S ACCOUNT).

ASSETS.		DR.
Cost of road,		\$3,011,075 39
Cost of equipment,		248,420 44
Bonds of Brattleboro & Whitehall Railroad,		150,000 00
Other permanent property: steamboat property,		5,000 00
TOTAL PERMANENT INVESTMENTS,		\$3,414,495 83
Cash,		80,293 62
TOTAL,		\$3,494,789 45

LIABILITIES.								CR.	
Capital stock,	.	.	.	.	.	.	.	.	\$1,500,000 00
Funded debt,	.	.	.	.	.	.	.	.	1,500,000 00
Current liabilities:									
Audited vouchers and accounts,	.	.	.	.	.	.	.	\$250 00	
Dividends not called for,	.	.	.	.	.	.	.	2,048 50	
Matured interest coupons unpaid,	.	.	.	.	.	.	.	719 34	
TOTAL CURRENT LIABILITIES,									3,017 84
Profit and Loss balance (surplus),									491,771 61
TOTAL,									\$3,494,789 45

PROPERTY ACCOUNTS (LESSOR'S ACCOUNT).									
Additions to construction account:									
Grading, masonry and bridging,	.	.	.	.	.	.	.	\$5,028 51	
Passenger and freight stations, woodsheds and water stations,	.	.	.	.	.	.	.	27,095 37	
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,									\$32,123 88
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: depreciation of steamboat property charged to profit and loss,									
									88,170 00
NET DECREASE IN PROPERTY ACCOUNTS FOR THE YEAR,									\$56,046 12

CAPITAL STOCK (LESSOR'S ACCOUNT).									
Capital stock authorized by law,	.	.	.	.	.	.	.	\$2,000,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	1,500,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.		\$1,500,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	15,000	
Number of stockholders,	.	.	.	.	.	.	.	348	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	135	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	\$549,600 00	

FUNDED DEBT (LESSOR'S ACCOUNT).									
DESCRIPTION OF SECURITIES.				Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.		
				Per Cent.					
Consolidated bonds,	.	.	.	5	1910,	\$812,000 00	\$40,600 00		
Consolidated bonds,	.	.	.	4	1910,	688,000 00	27,520 00		
TOTAL,						\$1,500,000 00	\$68,120 00		

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

Passenger traffic:	
Number of passengers carried paying revenue,	617,055
Number of passengers carried one mile,	9,581,412
Number of passengers carried one mile per mile of road operated,	9,581
Average length of journey per passenger,	15.500 miles.
Average amount received from each passenger,	36.600 cents.
Average amount received per passenger per mile carried,	2.350 cents.
Passenger earnings per mile of road operated,	\$2,586 48
Passenger earnings per passenger-train mile run,	1 01.9
Freight traffic:	
Number of tons of freight hauled earning revenue,	754,200
Number of tons of freight hauled one mile,	37,444,438
Number of tons of freight hauled one mile per mile of road operated,	874,444
Average length of haul per ton,	49.650 miles.
Average amount received for each ton of freight,	58.720 cents.
Average amount received per ton per mile hauled,	1.081 cents.
Freight earnings per mile of road operated,	\$4,051 48
Freight earnings per freight-train mile run,	1 45.8
Operating expenses:	
Operating expenses per mile of road operated,	4,385 08
Operating expenses per revenue-train mile run,	81.500 cents.
Train mileage:	
Miles run by passenger trains,	253,664
Miles run by freight trains,	277,787
Total mileage of trains earning revenue,	531,451
Miles run by switching trains,	231,662
Miles run by construction and other trains,	16,401
Total train mileage,	779,514
Fares and freights:	
Average rate of fare per mile on local tickets,	2.95 cents.
Average rate of fare per mile on commutation tickets,	1.20 cents.
Average rate of fare per mile on mileage tickets,	2.00 cents.
Average rate of fare per mile on season tickets, . . . . .	.75 cents.
Average rate of fare per mile on joint tickets,	2.18 cents.
Employees:	
Average number of persons employed,	615

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.				
	Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Passenger,	12	1	Lbs. 74,600	Lbs. 68,000
Freight,	10	8	99,000	90,600
Switching, etc.,	2	1	66,500	67,500
TOTAL,	24	5	-	-

DESCRIPTION OF EQUIPMENT—Continued.

ROLLING STOCK.	Number (round).	Equipped with power brakes.	Equipped with automatic brakes.	Name of Company.
CARS—PASSENGER SERVICE.				
Passenger cars,	15	15	15	M. & N.
Combination cars,	9	9	9	M. & N.
Baggage, express and mail cars,	2	2	2	M. & N.
Other cars in passenger service,	2	2	2	M. & N.
TOTAL,	28	28	28	-
CARS—FREIGHT SERVICE.				
Box cars,	147	-	-	-
Flat cars,	140	-	-	-
Coal cars,	91	-	-	-
Other cars in freight service,	21	-	-	-
TOTAL,	399	-	-	-
CARS—COMPANY'S SERVICE.				
Gravel cars,	43	-	-	-
Derrick cars,	1	-	-	-
Caboose cars,	12	-	-	-
Other cars in company's service,	8	-	-	-
TOTAL,	64	-	-	-

Number of 8-wheel cars in passenger service fitted with brakes for all wheels, 2

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade.	37
Number of crossings of company's railroad by highways above railroad.	5
Number of crossings of company's railroad by highways under railroad.	18
Number of highway crossings at grade protected by flagmen,	5
Number of highway crossings at grade unprotected.	52
Number of highway grade crossings finally abolished during the year.	2
Number of highway bridges 18 feet (or more) above track,	2
Number of highway bridges less than 18 feet above track,	1
Height of lowest highway bridge above track,	17 ft., 6 in.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (3 in number), viz.: Boston & Albany at Palmer. Boston & Albany at Barrett's Junction. Boston & Maine near South Vernon.	
Number of crossings under other railroads,	2

NEW BRIDGES BUILT DURING THE YEAR.

Number and Location.	Description of Bridge (if any) Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
80, Amherst, .	Pile trestle.	Pile trestle.	104 feet, 1 track.	Central Vermont Railroad.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number and Location.	Description of Bridge.	Description of Work Done.
59½, Monson, .	Stringers on masonry.	New floor.
60, Monson, .	Stringers on masonry.	New floor.
68, Monson, .	Stringers on piles.	New piling and caps.
75, Palmer, .	Howe truss.	New deck floor.
76, Three Rivers, .	Plate girder.	Painted.
82, Amherst, .	Stringers on masonry.	New floor.
89, Miller's Falls, .	Iron through.	End posts reinforced.

Total length of pile and trestle bridging (in feet),	510
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MISCELLANEOUS.

Total length of railroad line operated by lessees,	100.0 miles.
Total length of railroad line operated in Massachusetts, . .	54.9 "
Total length of railroad track (computed as single track) operated by lessees,	120.7 "
Total length of railroad track (computed as single track) operated in Massachusetts,	65.4 "
Total length of track now laid with steel rails on same, . .	121.0 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	3
Employees, .	-	6	-	2	-	8	2	23
Other persons,	-	-	2	1	2	1	5	7
TOTAL, .	-	6	2	3	2	9	7	33

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

November 4, 1895. — Miller's Falls: N. Porter, laborer, walking on track; killed.

November 9. — Palmer: D. F. Quirk, brakeman, coupling; hand bruised.

November 9. — Dwight's: W. Joy, flagman, struck by car door; head cut.

December 8. — Norwich: G. Miller, brakeman, struck by bridge; head cut.

December 5. — Miller's Falls: J. McKenna, conductor, coupling; hand bruised.

December 20. — Amherst: F. M. Bugbee, brakeman, coupling; hand bruised.

December 26. — Three Rivers: J. Cahill, laborer, walking on track; killed.

January 6, 1896. — Palmer: F. J. Leach, engineer, slipped and fell in cab; head cut.

January 11. — Palmer: J. Golden, conductor, fell from caboose; back bruised.

March 6. — Palmer: H. Fisher, brakeman, fell from car; shoulder hurt.

March 26. — Northfield: T. Sullivan, laborer, walking on track; head cut.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,

NEW LONDON, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. M. M. Reynolds, *General Auditor*, St. Albans, Vt. J. A. Southard, *Clerk of Corporation, Division Freight and Passenger Agent*, New London, Conn. Augustus Brandeggee, *General Counsel*, New London, Conn. F. W. Baldwin, *General Superintendent*, St. Albans, Vt. D. Mackenzie, *Superintendent*, New London, Conn. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. E. A. Chittenden, *General Freight Agent*, St. Albans, Vt.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert Coit, New London, Conn. Augustus Brandeggee, New London, Conn. Jonathan N. Harris, New London, Conn. Thomas Ramsdell, Windham, Conn. C. H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. E. C. Smith, St. Albans, Vt.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,
J. N. HARRIS,
AUGUSTUS BRANDEGEE,
Directors.
ROBT. COIT,
Treasurer.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. SEPT. 1, 1896. Then personally appeared the above-named Robert Coit, J. N. Harris and Augustus Brandeggee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,
Notary Public.

RETURN

OF THE

RECEIVERS OF THE NEW YORK & NEW ENGLAND
RAILROAD COMPANY

FOR THE TWO MONTHS ENDING AUGUST 31, 1895.*

GENERAL EXHIBIT FOR THE MONTHS OF JULY AND AUGUST, 1895.		
Gross earnings from operation,	.	\$1,096,595 10
Operating expenses,	.	718,982 81
NET INCOME FROM OPERATION,	.	\$382,612 29
Charges upon income accrued during the year:		
Interest on funded debt,	\$188,350 00	
Interest and discount on unfunded debts and loans,	16,850 55	
Taxes,	41,000 00	
Rentals of leased roads:		
Norwich & Worcester R.R.,	\$48,719 18	
Providence & Springfield Railroad,	11,424 50	
Woonsocket & Pascoag R.R.,	2,500 00	
Rhode Island & Massachusetts Railroad,	8,833 88	
Boston & Albany Railroad,	888 88	
Rockville Railroad,	760 62	
Milford & Woonsocket R.R.,	1,224 79	
Milford, Franklin & Providence Railroad,	816 52	
Newburgh, Dutchess & Connecticut Railroad,	8,773 89	
New London Northern R.R.,	6,666 66	
Meriden, Waterbury & Connecticut River Railroad,	8,333 88	
	88,385 60	
Other deductions from income: Boston harbor transfer,	854 40	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	.	274,940 55
SURPLUS FOR THE MONTHS OF JULY AND AUGUST, 1895,		\$107,671 74

* For return of the New England Railroad Company for the ten months ending June 30, 1896, see page 158, ante.

EARNINGS FROM OPERATION FOR THE MONTHS OF JULY AND AUGUST, 1895.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$386,890 58		
Deductions:			
Tickets redeemed,		\$471 81	
Excess fares refunded,		2,559 60	
Total deductions,		\$3,031 41	
NET REVENUE FROM PASSENGERS,			\$383,859 17
From mails,	\$9,858 16		
From express,	25,557 01		
From extra baggage and storage,	3,193 18		
Other earnings, passenger service: hauling milk, carrying newspapers, etc.,	5,233 73		
			43,842 03
TOTAL EARNINGS, PASSENGER SERVICE,			\$427,701 20
Freight service:			
Gross receipts from freight,	\$650,197 38		
Deductions:			
Overcharge to shippers,		\$18,063 07	
NET REVENUE FROM FREIGHT,			\$632,134 31
From elevators,	\$91 35		
Other earnings, freight service: wharves and docks, demurrage, storage, etc.,	21,337 88		
			21,429 23
TOTAL EARNINGS, FREIGHT SERVICE,			\$653,563 54
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$1,081,264 74
Other earnings from operation:			
Switching charges (balance),	\$5,084 66		
From other sources: rentals from buildings and other property,	10,245 70		
TOTAL OTHER EARNINGS,			15,330 36
GROSS EARNINGS FROM OPERATION,			\$1,096,595 10

EXPENSES OF OPERATION FOR THE MONTHS OF JULY AND AUGUST, 1895.

General expenses:	
Salaries of general officers,	\$13,013 30
Salaries of clerks and attendants,	12,307 53
General office expenses and supplies,	2,539 01
Insurance,	4,500 00
Law expenses,	10,451 23
Stationery and printing (general offices),	1,584 79
Other general expenses: advertising, etc.,	41 54
TOTAL,	\$44,437 40
Maintenance of way and structures:	
Repairs of roadway,	\$60,958 31
Renewals of rails,	6,906 57
Renewals of ties,	32,815 84
Repairs and renewals of bridges and culverts,	1,584 14
Repairs and renewals of fences, road crossings, signs and cattle guards,	6,560 86
Repairs and renewals of buildings and fixtures,	4,787 39
Repairs and renewals of docks and wharves,	2,959 07
Repairs and renewals of telegraph,	138 90
Stationery and printing,	11 59
Other expenses of maintaining way and structures: personal injuries, proportion of storehouse expenses, etc.,	41 00
TOTAL,	\$116,763 67

Maintenance of equipment:	
Superintendence,	\$3,816 30
Repairs and renewals of locomotives,	25,863 59
Repairs and renewals of passenger cars,	11,398 20
Repairs and renewals of freight cars,	6,026 11
Repairs and renewals of work cars,	514 44
Repairs and renewals of marine equipment,	7,740 82
Repairs and renewals of shop machinery and tools,	1,726 07
Stationery and printing,	223 62
Other expenses of maintaining equipment: heating and lighting shops, watchmen, proportion of storehouse expenses, etc.,	1,853 91
TOTAL,	\$58,663 06
Conducting transportation:	
Superintendence,	\$14,177 79
Engine and roundhouse men,	74,450 11
Fuel for locomotives,	89,279 75
Water supply for locomotives,	6,732 65
Oil, tallow and waste for locomotives,	2,631 49
Other supplies for locomotives,	281 07
Train service,	59,877 95
Train supplies and expenses,	10,261 94
Switchmen, flagmen and watchmen,	40,768 66
Telegraph expenses,	13,340 66
Station service,	77,606 06
Station supplies,	7,441 56
Car mileage (balance),	80,800 66
Loss and damage,	8,378 59
Injuries to persons,	14,112 96
Clearing wrecks,	1,588 66
Operating marine equipment,	17,872 77
Advertising,	2,774 59
Outside agencies,	9,851 12
Stock yards and elevators,	878 74
Rentals for tracks, yards and terminals,	4,990 88
Rentals of buildings and other property,	1,924 18
Stationery and printing,	8,633 29
Other expenses of conducting transportation: proportion of general storehouse expenses, etc.,	462 60
TOTAL,	\$494,118 68
Recapitulation:	
General expenses,	\$44,437 40
Maintenance of way and structures,	116,763 67
Maintenance of equipment,	58,663 06
Conducting transportation,	494,118 68
TOTAL OPERATING EXPENSES,	\$713,982 81
Percentage of operating expenses to earnings,	65.11
VOLUME OF TRAFFIC, ETC., FOR THE MONTHS OF JULY AND AUGUST, 1895.	
Passenger traffic:	
Number of passengers carried paying revenue,	1,429,274
Number of passengers carried one mile,	20,517,997
Number of passengers carried one mile per mile of road operated,	86,725
Average length of journey per passenger,	14.356 miles.

Passenger traffic — Concluded.

Average amount received from each passenger,	26.857 cents.
Average amount received per passenger per mile carried,	1.871 "
Passenger earnings per mile of road operated,	\$765 54
Passenger earnings per passenger-train mile run,	1 11.62

Freight traffic :

Number of tons of freight hauled earning revenue,	621,024
Number of tons of freight hauled one mile,	59,855,173
Number of tons of freight hauled one mile per mile of road operated,	107.135
Average length of haul per ton,	96.38 miles.
Average amount received for each ton of freight,	\$1 01.789
Average amount received per ton per mile hauled,	1.056 cents.
Freight earnings per mile of road operated,	\$1 16.981
Freight earnings per freight-train mile run,	1 99.379

Operating expenses :

Operating expenses per mile of road operated,	1,277 56
Operating expenses per revenue-train mile run,	1 00.423

Train mileage :

Miles run by passenger trains,	380,217
Miles run by freight trains,	318,922
Miles run by mixed trains,	11,837
Total mileage of trains earning revenue,	710,976
Miles run by switching trains,	189,692
Miles run by construction and other trains,	104,055
Total train mileage,	1,004,723

Fares and freights :

Average rate of fare per mile on local tickets,	1.8292 cents.
Average rate of fare per mile on commutation tickets,	1.3676 "
Average rate of fare per mile on mileage tickets,	2.0000 "
Average rate of fare per mile on season tickets, . . . . .	.7645 "
Average rate of fare per mile on joint tickets,	2.0755 "
Average rate of freight per ton mile on local way-bill,	2.3782 "
Average rate of freight per ton mile on joint way-bill, . . . . .	.7629 "

Passengers to and from Boston :

Number of passengers (including season-ticket) to Boston,	281,134
Number of passengers (including season-ticket) from Boston,	280,727
Season-ticket passengers to and from Boston,	9,615

NOTE. — The figures in the foregoing return are taken from the books of the New York & New England Railroad Company, and of the Receivers of said company, for the months of July and August, 1895.

RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$30,345,630 10
Operating expenses,	21,137,226 59
NET INCOME FROM OPERATION,	\$9,208,403 51
Interest received on bonds owned:	
New England Railroad Co.,	\$187,500 00
New Haven & N. Company,	17,500 00
Fall River Railroad Company,	10,000 00
Pawtuxet Valley R.R. Co.,	7,000 00
Meriden Horse Railroad Co.,	5,050 00
Stamford Street Railroad Co.,	3,700 00
	\$280,750 00
Dividends received on stocks owned:	
Providence & Stonington Steamship Company,	\$148,110 50
Old Colony Railroad Company,	24,360 00
Providence & Springfield R.R. Company,	17,049 75
Rhode Island & Massachusetts Railroad Company,	10,305 00
Shore Line Railway Co.,	4,502 50
West Stockbridge R.R. Co.,	1,881 00
Narragansett Pier R.R. Co.,	1,122 00
Housatonic Railroad Com- pany (preferred),	1,374 00
Stockbridge & Pittsfield Rail- road Company,	660 00
New York, New Haven & Hartford Railroad Co.,	492 00
New York Transfer Company,	180 00
Naugatuck Railroad Co.,	175 00
New Haven & Derby R.R. Co.,	160 00
Boston & New York Air Line Railroad Co. (preferred),	186 00
Berkshire Railroad Company,	60 00
New Haven & Northampton Company,	45 00
Chicago, Rock Island & Pacific Railroad Company,	44 00
Danbury & Norwalk R.R. Co.,	12 50
Iron Works Aqueduct Co.,	12 75
	205,682 00

Dividends received on stocks leased:		
Old Colony Steamboat Co., .	\$360,000 00	
Union Freight Railroad Co., .	20,090 00	
Providence, Warren & Bristol Railroad Company, .	16,855 00	
	<u>\$396,945 00</u>	
Miscellaneous income, less expense of collecting: interest on deposits, etc., .	22,308 98	
TOTAL INCOME FROM OTHER SOURCES THAN OPERATION,		\$855,685 98
GROSS INCOME ABOVE OPERATING EXPENSES, .		\$10,064,089 49
Charges upon income accrued during the year:		
Interest on funded debt, .	\$887,591 00	
Interest and discount on unfunded debts and loans, .	649,265 71	
Taxes, .	1,492,286 61	
Rentals of leased roads,* .	3,418,104 08	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .		6,397,197 40
NET DIVISIBLE INCOME, .		\$3,666,892 09
Dividends declared:		
Two per cent on \$38,000,000, .	\$760,000 00	
Two per cent on \$47,475,700, .	949,514 00	
Two per cent on \$47,475,700, .	949,514 00	
Two per cent on \$47,475,700, .	949,514 00	
TOTAL DIVIDENDS DECLARED, .		3,608,542 00
Surplus for the year ending June 30, 1896, .		\$58,350 09
Amount of surplus June 30, 1895, .		4,511,529 25
<i>Amount carried forward, .</i>		\$4,569,879 34

* RENTALS OF LEASED ROADS.

NAME OF ROAD.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. Stock.	Net Amount.
Harlem River & Port Chester Railroad, .	\$170,000 00	-	\$170,000 00
Danbury & Norwalk Railroad, .	63,500 00	\$22,320 00	41,180 00
Housatonic Railroad, .	177,758 00	27,232 00	150,526 00
Berkshire Railroad, .	36,250 00	-	36,250 00
West Stockbridge Railroad, .	1,800 00	-	1,800 00
Stockbridge & Pittsfield Railroad, .	27,172 00	-	27,172 00
Naugatuck Railroad, .	206,000 00	97,220 00	108,780 00
New Haven & Derby Railroad, .	91,180 00	14,144 00	77,036 00
Boston & New York Air Line Railroad, .	144,720 00	63,780 00	80,940 00
Colchester Railroad, .	1,750 00	-	1,750 00
New Haven & Northampton Company, .	321,941 25	72,105 00	249,836 25
Holyoke & Westfield Railroad, .	36,223 57	-	36,223 57
Shore Line Railway, .	100,000 00	67,506 00	32,494 00
Pawtuxet Valley Railroad, .	17,663 00	-	17,663 00
Providence & Worcester Railroad, .	446,000 00	-	446,000 00
Boston & Providence Railroad, .	494,800 00	-	494,800 00
Providence, Warren & Bristol Railroad, .	23,396 38	-	23,396 38
Old Colony Railroad, .	1,768,965 74	386,200 00	1,382,765 74
Fall River Railroad, .	10,000 00	-	10,000 00
Plymouth & Middleborough Railroad, .	11,350 00	-	11,350 00
Attleborough Branch Railroad, .	9,219 00	-	9,219 00
Nantasket Beach Railroad, .	6,250 00	-	6,250 00
Chatham Railroad, .	2,733 14	-	2,733 14
	<u>\$4,168,671 08</u>	<u>\$750,567 00</u>	<u>\$3,418,104 08</u>

Amount brought forward,		\$4,569,879 34
Additions during the year:		
Premiums on convertible debenture certificates sold,	\$12,872 12	
Profit from sale of stock owned by the company,	875 00	
TOTAL ADDITIONS,	\$13,247 12	
Deductions during the year:		
Loss on exchanges of leased lines stock,	\$30,128 86	
Settlement of old claims against leased lines, prior to leases, and worthless accounts charged off,	3,542 92	
TOTAL DEDUCTIONS,	38,671 28	
NET DEDUCTION FOR THE YEAR,		20,424 16
TOTAL SURPLUS JUNE 30, 1896,		\$4,549,455 18

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$14,045,348 78		
Deductions:			
Tickets redeemed,		\$58,096 25	
Excess fares refunded,		58,634 96	
Total deductions,		\$117,331 21	
NET REVENUE FROM PASSENGERS,			\$13,928,017 52
From mails,	\$496,380 98		
From express,	958,152 07		
From extra baggage and storage,	147,993 77		
Other earnings, passenger service:			
Parlor, dining, buffet and sleeping cars,	617,688 83		
Steamer "Maryland" café, Grand Central depot restaurant, etc.,	125,867 04		
			2,346,082 60
TOTAL EARNINGS, PASSENGER SERVICE,			\$16,274,100 21
Freight service:			
Gross receipts from freight,	\$13,556,216 86		
Deductions: overcharge to shippers,		\$259,632 72	
NET REVENUE FROM FREIGHT,			\$13,296,584 14
Other earnings, freight service:			
Holsting,	\$288,002 44		
Switching,	64,935 43		
Wharfage,	17,415 23		
Miscellaneous,	106,134 11		
			475,487 21
TOTAL EARNINGS, FREIGHT SERVICE,			\$13,772,071 35
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$30,046,171 56
Other earnings from operation: rentals from buildings and other property,			299,458 54
GROSS EARNINGS FROM OPERATION,			\$30,345,630 10

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers.	\$129,37 4
Salaries of clerks and attendants.	261,28 4
General office expenses and supplies.	77,42 1
Insurance.	31,34 4
Law expenses.	157,47 4
Stationery and printing (general offices).	29,36 1
Other general expenses:	
Restaurant, Grand Central depot.	46,94 4
Expenses in connection with real estate, rents, etc..	80,64 4

TOTAL, \$744,694 4

Maintenance of way and structures:

Repairs of roadway.	\$2,309,572 4
Renewals of rails.	152,517 3
Renewals of ties.	402,522 4
Repairs and renewals of bridges and culverts.	306,995 5
Repairs and renewals of fences, road crossings, signs and cattle guards.	119,666 6
Repairs and renewals of buildings and fixtures.	512,633 7
Repairs and renewals of docks and wharves.	51,112 4
Repairs and renewals of telegraph.	6,757 2
Stationery and printing.	6,047 5
Other expenses of maintaining way and structures:	
Trolley poles and wires.	1,343 4
Incidentals.	220 24

TOTAL, \$3,869,241 8

Maintenance of equipment:

Superintendence.	\$84,027 0
Repairs and renewals of locomotives.	917,714 3
Repairs and renewals of passenger cars.	1,231,332 9
Repairs and renewals of freight cars.	1,168,142 6
Repairs and renewals of work cars.	44,832 74
Repairs and renewals of marine equipment.	103,913 4
Repairs and renewals of shop machinery and tools.	81,748 0
Stationery and printing.	7,391 56
Other expenses of maintaining equipment:	
Heat and light for engine houses, machine shops, etc..	34,473 3
Fuel for stationary engines in shops.	30,589 3
Repairs of electrical plant and equipment.	9,746 14
Wages of shop laborers and watchmen, telephones, etc..	82,993 17

TOTAL, \$3,796,905 8

Conducting transportation:

Superintendence.	\$300,242 0
Engine and roundhouse men.	1,704,600 34
Fuel for locomotives.	2,030,554 3
Water supply for locomotives.	140,501 3
Oil, tallow and waste for locomotives.	77,371 7
Other supplies for locomotives.	37,794 4
Train service.	2,004,067 1
Train supplies and expenses.	418,999 2
Switchmen, flagmen and watchmen.	1,249,822 1
Telegraph expenses.	188,897 7
Station service.	2,608,650 3

Conducting transportation — <i>Concluded.</i>	
Station supplies,	\$214,288 54
Car mileage — balance,	422,082 61
Loss and damage,	61,851 18
Injuries to persons,	267,052 27
Clearing wrecks,	18,974 82
Operating marine equipment,	368,191 82
Advertising,	87,299 77
Outside agencies,	10,662 75
Rentals for tracks, yards and terminals,	287,729 20
Rentals of buildings and other property,	9,258 86
Stationery and printing,	112,816 90
Other expenses of conducting transportation :	
Buffet car expenses,	59,700 71
Dining car expenses,	42,797 50
High Rock Grove,	8,030 70
Parlor Rock Grove,	276 29
Holsting engines,	40,232 00
Power houses, expense operation,	6,485 72
Electrical department, incidentals,	872 09
Miscellaneous,	1,661 67
 TOTAL,	 \$12,726,884 70
Recapitulation :	
General expenses,	\$744,694 84
Maintenance of way and structures,	8,869,241 38
Maintenance of equipment,	8,796,905 67
Conducting transportation,	12,726,884 70
 TOTAL OPERATING EXPENSES,	 \$21,137,226 59
 Percentage of operating expenses to earnings,	 69.65

GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	DR.
Cost of road,*	\$46,168,670 37
Cost of equipment,*	5,952,534 44
Bonds of other companies :	
New England Railroad Company,	\$4,750,000 00
New Haven & Northampton Company,	848,612 50
Fall River Railroad Company,	200,000 00
Pawtuxet Valley Railroad Company,	100,000 00
Meriden Horse Railroad Company,	90,900 00
Stamford Street Railroad Company,	75,020 83
	5,564,533 33
Stocks of other companies :	
New England Railroad Company (common), \$4,515,912 50	
New England Railroad Company (preferred), 822,518 01	
Old Colony Railroad Company,	523,307 72
Providence & Springfield Railroad Company, 413,195 00	
Shepaug, Litchfield & Northern R.R. Co., 368,677 15	
Rhode Island & Massachusetts Railroad Com- pany (Massachusetts Division),	191,700 00
Rhode Island & Massachusetts Railroad Com- pany (Rhode Island Division),	142,759 50
Shore Line Railway Company,	232,151 40
Housatonic Railroad Company (common),	2,220 00

* Including cost of equipment of New York, Providence & Boston Railroad and Hartford & Connecticut Valley Railroad, amount of which cannot be ascertained.

Stocks of other companies — Concluded.

Housatonic Railroad Company (preferred), . .	\$43,495 07
Harlem River & Port Chester R. R. Co., . .	42,250 00
Boston & New York Air Line Railroad Company (common),	33,340 00
Boston & New York Air Line Railroad Company (preferred),	7,877 75
West Stockbridge Railroad Company,	29,888 00
Wood River Branch Railroad Company,	20,000 00
Narragansett Pier Railroad Company,	18,700 00
New Haven & Northampton Company,	14,257 58
New York, New Haven & Hartford Railroad Company,	8,153 50
Stockbridge & Pittsfield Railroad Company,	7,600 00
New Haven & Derby Railroad Company,	4,659 27
Naugatuck Railroad Company,	3,499 00
Chicago, Rock Island & Pacific R. R. Co.,	2,200 00
Danbury & Norwalk Railroad Company,	261 00
Providence & Stonington Steamship Co.,	2,454,199 39
Meriden Electric Railroad Company,	197,620 00
New York, Providence & Boston and Old Colony Terminal Company,	37,500 00
New York Transfer Company,	1,600 00

\$10,139,541 54**Stocks of leased lines (not merged) received in exchange for stock of New York, New Haven & Hartford Railroad Company:**

New Haven & Northampton Company, 24,035 shares for 9,614 shares of New York, New Haven & Hartford Railroad,	\$961,400 00
Boston & New York Air Line Railroad, 15,945 shares for 6,378 shares of New York, New Haven & Hartford Railroad,	637,800 00
Shore Line Railway, 8,180 shares for 6,185 shares of New York, New Haven & Hartford Railroad,	618,500 00
Naugatuck Railroad, 9,722 shares for 9,722 shares of New York, New Haven & Hartford Railroad,	972,200 00
Housatonic Railroad, 27,232 shares for 3,404 shares of New York, New Haven & Hartford Railroad,	340,400 00
Danbury & Norwalk Railroad, 8,928 shares for 2,232 shares of New York, New Haven & Hartford Railroad,	223,200 00
New Haven & Derby Railroad, 3,536 shares for 1,088 shares of New York, New Haven & Hartford Railroad,	108,800 00
Berkshire Railroad, 10 shares for 6 shares of New York, New Haven & Hartford Railroad,	600 00
Stockbridge & Pittsfield Railroad, 15 shares for 9 shares of New York, New Haven & Hartford Railroad,	900 00
Old Colony Railroad, 55,180 shares for 49,662 shares of New York, New Haven & Hartford Railroad,	4,966,200 00

88,250 shares of N. Y., N. H. & H. R.R. Co., 8,825,000 00

TOTAL PERMANENT INVESTMENTS, \$76,650,279 54

Cash,	\$423,308 48	
Bills receivable,	202,871 81	
Due from agents,	661,936 81	
Due from solvent companies and individuals,	1,725,051 19	
Other cash assets,	2,646 81	
TOTAL CASH AND CURRENT ASSETS,		\$3,015,814 60
Materials and supplies,	\$1,801,516 09	
Other assets and property:		
Prepaid insurance,	9,582 05	
Property at No. 266 South Street, New York,	90,000 00	
Contingent assets:		
New York, Providence & Boston and Old Colony Railroads Terminal Company,	858,071 48	
Terminal lands at Providence,	476,812 00	
Expenditures on Pawtuxet Valley R.R.,	16,318 58	
Advances to Harlem River & Port Chester Railroad Company,	24,580 17	
TOTAL MISCELLANEOUS ASSETS,		3,276,825 32
TOTAL,		\$82,942,919 90
LIABILITIES.		
Capital stock,		\$47,475,700 00
Funded debt:		
Bonds,	\$4,300,000 00	
Convertible debenture certificates,	16,397,200 00	
Housatonic Railroad Company certificates,	200,000 00	
		20,897,200 00
Current liabilities:		
Loans and notes payable,	\$6,650,000 00	
Audited vouchers and accounts,	1,658,841 67	
Salaries and wages,	271,547 50	
Net traffic balances due other companies,	844,084 25	
Dividends not called for,	4,768 00	
Matured interest coupons unpaid (including coupons due July 1),	1,260 00	
Rentals (including rentals due July 1),	47,685 16	
TOTAL CURRENT LIABILITIES,		9,478,186 58
Accrued liabilities:		
Interest accrued and not yet due,	\$184,649 42	
Rentals accrued and not yet due,	357,728 72	
TOTAL ACCRUED LIABILITIES,		542,378 14
Profit and Loss balance (surplus),		4,549,455 18
TOTAL,		\$82,942,919 90
PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	\$756,824 37	
Bridging,	481,517 66	
Superstructure, including rails,	49,326 29	
Lands, land damages and fences,	825,297 00	
Passenger and freight stations, woodsheds and water stations,	472,266 97	
Engine-houses, car-sheds and turn-tables,	113,817 59	

Additions to construction account — <i>Concluded.</i>		
Machine shops,	\$35,242 60	
Engineering, salaries and other expenses during construction,	29,354 90	
Pintsch gas plant, New Haven, Conn.,	7,208 00	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$2,770,855 38
Additions to equipment account: freight and other cars (number, 800),		490,890 49
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$3,261,745 87
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: sale of steamer "Cape Charles,"		42,150 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$3,219,595 87

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000,0 0 00	
Capital stock authorized by votes of company,* 47,500,000 00		
Capital stock issued and outstanding,		\$47,475,700 00
Number of shares issued and outstanding,	474,757	
Number of stockholders,	7,645	
Number of stockholders in Massachusetts,	2,704	
Amount of stock held in Massachusetts,	\$13,800,400 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds, New York, New Haven & Hartford R.R. Co.,	4	June 1, 1903,	\$2,000,000 00	\$80,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	7	Jan. 1, 1899,	1,000,000 00	70,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1901,	800,000 00	12,000 00
General mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1942,	1,000,000 00	40,000 00
Total bonds,			\$4,800,000 00	\$202,000 00
Convertible debenture certificates,	4	Apr. 1, 1903-8,	16,397,200 00	624,091 00
Rolling stock certificates, Housatonic Railroad Company,	5	July 1, 1899,	200,000 00	10,000 00
Certificates of indebtedness, Housatonic Railroad Company,	6	Jan. 1, 1896,	- -	1,500 00
Total certificates, Housatonic Railroad Company,			\$200,000 00	\$11,500 00
TOTALS,			\$20,397,200 00	\$837,591 00

* Subject to further increase by authorized exchanges for leased lines stocks and convertible debenture certificates.

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	43,970,932
Number of passengers carried one mile,	788,477,424
Number of passengers carried one mile [per mile of road operated,	538,500
Average length of journey per passenger,	17.930 miles.
Average amount received from each passenger,	81.676 cents.
Average amount received per passenger per mile carried,	1.766 "
Passenger earnings per mile of road operated,	\$11,114 59
Passenger earnings per passenger-train mile run,	1 60.152
Freight traffic:	
Number of tons of freight hauled earning revenue,	10,866,909
Number of tons of freight hauled one mile,	847,107,629
Number of tons of freight hauled one mile per mile of road operated,	578,542
Average length of haul per ton,	77.950 miles.
Average amount received for each ton of freight,	\$1 22.358
Average amount received per ton per mile hauled,	1.570 cents.
Freight earnings per mile of road operated,	\$9,405 80
Freight earnings per freight-train mile run,	2 72.656
Operating expenses:	
Operating expenses per mile of road operated,	14,435 93
Operating expenses per revenue-train mile run,	1 37.615
Train mileage:	
Miles run by passenger trains,	10,112,655
Miles run by freight trains,	5,051,081
Miles run by mixed trains,	195,958
Total mileage of trains earning revenue,	15,359,694
Miles run by switching trains,	8,751,797
Miles run by construction and other trains,	437,482
Total train mileage,	19,548,973
Fares and freights:	
Average rate of fare per mile on local tickets,	1.99 cents.
Average rate of fare per mile on commutation tickets, . . . . .	.59 "
Average rate of fare per mile on mileage tickets,	2.00 "
Average rate of fare per mile on season tickets, . . . . .	.59 "
Average rate of fare per mile on joint tickets,	1.98 "
Average rate of freight per ton mile on local way-bill,	2.67 "
Average rate of freight per ton mile on joint way-bill,	1.18 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	7,052,154
Number of passengers (including season-ticket) from Boston,	7,040,510
Season-ticket passengers to and from Boston,	1,427,100
Employees:	
Average number of persons employed,	21,861

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.								Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power-Driving wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.												Lbs.	Tons.
Passenger,							144	215	359	359	125,000	75,000	
Freight,							110	98	208	208	150,000	90,000	
Switching, etc.,							40	57	113	113	100,000	60,000	
TOTAL,							304	370	681	681	-	-	

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power-Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler.
CARS — PASSENGER SERVICE.						
Passenger cars,	518	501	1,019	1,019	998	Janney 6, Miller 20.
Combination cars,	65	146	211	211	204	Janney 3, Miller 21.
Dining cars,	1	1	2	2	2	Miller.
Parlor cars,	57	2	59	59	59	Miller.
Sleeping cars,	36	-	36	36	36	Miller.
Baggage, express and mail cars,	133	97	230	230	230	Janney 4, Miller 212.
Other cars in passenger service,	1	-	1	1	1	Miller.
TOTAL,	841	737	1,578	1,578	1,548	-
CARS — FREIGHT SERVICE.						
Box cars,	2,313	2,801	5,114	3,361	4,167	Janney 2,777, Trojan 416, Tower 494 (Chicago 77, National 38, American 10, Gould 4, Dowling 5 (also 63 Miller).
Flat cars,	1,365	698	2,063	905	1,367	Janney 632, Trojan 305, Tower 300 (Chicago 46, National 21, American 1, Buckeye 1.
Stock cars,	4	21	25	-	12	Janney.
Coal cars,	1,756	1,304	3,060	1,458	2,293	Janney 1,239, Trojan 166, Tower 558, Chicago 154, National 25, Standard 9, Acme 1.
Tank cars,	-	1	1	-	-	-
Other cars in freight service,	162½	979½	1,142	-	-	-
TOTAL,	5,600½	5,799½	11,400	5,814	7,809	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	7	3	10	10	3	Janney (also 7 Miller).
Derrick cars,	11	23	34	9	1	Janney.
Caboose cars,	106	71	237	122	158	Janney 123, Trojan 1, Tower 18, Chicago 16.
Other cars in company's service,	60	91	161	12	7	Janney (also 5 Miller).
TOTAL,	253	188	442	153	169	-

Number of 8-wheel cars in passenger service fitted with brakes for all wheels, 1,538
Number of 12-wheel cars in passenger service fitted with brakes for all wheels, 40

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	768
Number of crossings of company's railroad by highways above railroad,	176
Number of crossings of company's railroad by highways under railroad,	120
Number of highway crossings at grade protected by gates,	179
Number of highway crossings at grade protected by flagmen,	189
Number of highway crossings at grade protected by electric signals only,	73
Number of highway crossings at grade unprotected,	822
Number of highway grade crossings finally abolished during the year,	12
Number of highway grade crossings now in process of abolition,	21
Number of highway grade crossings for abolition of which petition is pending,	67
Number of highway bridges 18 feet (or more) above track,	76
Number of highway bridges less than 18 feet above track,	100
Height of lowest highway bridge above track,	14 feet.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (10 in number), viz. :	
Boston & Albany Railroad at Boston. Boston & Albany Railroad at South Framingham. Boston & Albany Railroad at Worcester. Boston & Albany Railroad at Westfield. Fitchburg Railroad at Concord Junction. Fitchburg Railroad at Fitchburg. Boston & Maine Railroad at South Sudbury. Boston & Maine Railroad at Clinton. New England Railroad at Walpole. New England Railroad at Medfield Junction.	
Number of above crossings at which interlocking signals are established,	9
Number of crossings over other railroads,	7
Number of crossings under other railroads,	1

NEW BRIDGES BUILT DURING THE YEAR.

Number and Location.	Description of Bridge (if any) Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By whom Built.
66, Northbridge, Worcester Div.	Woodenstringer.	Iron girders.	1 span, 17 feet, 2 tracks.	Railroad Company.
61, Whitins, Wor. Division.	Woodenstringer.	I beams.	1 span, 18 feet, 2 tracks.	Railroad Company.
62, Whitins, Wor. Division.	One-half through plate girders.	Deck plate girders.	1 span, 54 feet, 2 tracks.	Boston Bridge Works.
54, Millville, Wor. Division.	Howe truss (burned).	Temporary trestle.	120 feet long.	Railroad Company.
1, Boston, Plymouth Div.	Old bridge.	Iron truss drawbridge.	1 span, 65 ft., 5 in., to 75 ft., 5 in., 2 tracks.	Boston Bridge Works.
19, Boston, Plymouth Div.	Old bridge.	Howe truss drawbridge.	1 span, 43 ft., 6 in., to 49 ft., 7 in., 2 tracks.	Jos. Ross.

NEW BRIDGES BUILT DURING THE YEAR—Concluded.

Number and Location.	Description of Bridge if any Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By whom Built.
275A, Brockton, Plymouth Div.	-	Plate girders.	1 span, 56 ft., 2 in., 4 tracks.	Boston Bridge Works
275B, Brockton, Plymouth Div.	-	Stone arch.	1 span, 52 ft., 3 in., 6 tracks.	Dwight & Day.
276, Brockton, Plymouth Div.	-	Brick arch.	1 span, 32 ft., 3 in., 2 tracks.	Jon. Rom.
277, Brockton, Plymouth Div.	Old bridge.	Brick arch.	1 span, 32 ft., 3 in., 9 tracks.	Dwight & Day.
279, Brockton, Plymouth Div.	-	Stone arch.	1 span, 66 ft., 2 in., 4 tracks.	Dwight & Day.
279A, Brockton, Plymouth Div.	-	Stone arch.	1 span, 64 ft., 5 in., 4 tracks.	Dwight & Day.
279B, Brockton, Plymouth Div.	-	Stone arch.	1 span, 12 feet, 4 tracks.	Dwight & Day.
279C, Brockton, Plymouth Div.	-	Stone arch.	1 span, 55 ft., 6 in., 4 tracks.	Dwight & Day.
279D, Brockton, Plymouth Div.	-	Stone arch.	1 span, 61 ft., 3 in., 4 tracks.	Dwight & Day.
281, Brockton, Plymouth Div.	Old bridge.	Brick arch.	1 span, 22 feet, 4 tracks.	Dwight & Day.
283, Brockton, Plymouth Div.	-	Plate girder.	1 span, 46 ft., 10 in., 4 tracks.	Boston Bridge Works
285, Brockton, Plymouth Div.	Old bridge.	Brick arch.	2 spans, 16 ft. each, 2 tracks.	Jon. Rom.
291, Bridgewater, Plymouth Div.	Old bridge.	Wooden stringers.	1 span, 16 feet, 2 tracks.	Railroad Commission
355, Weymouth, Plymouth Div.	-	Plate girder for side track.	1 span, 37 feet, 1 track.	Edgemoor Iron Works
713, Wareham, Cape Cod Div.	Old bridge.	Pile bridge, south-bound track.	1 span, 26 feet, 1 track.	B. F. Way & Co.
717, Wareham, Cape Cod Div.	Old bridge.	Plate girder drawbridge.	1 span, 47 ft., 2 tracks interwolved.	Boston Bridge Works
753, Bourne, Cape Cod Division.	Old bridge.	Plate girder.	1 span, 26 feet, 1 track.	Boston Bridge Works

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

Number and Location.	Description of Bridge.	Description of Work Done.
19, Boston, Plymouth Division.	Pile.	206 new piles driven and capped.
61, Taunton, Taunton Division.	Pile.	500 ll. feet stringers
105, Taunton, Taunton Division.	Pile.	Reinforced with 16 extra stringers.
119, Somerset, Taunton Div.,	Pile.	29 piles and 994 ll. feet stringers.
745, Bourne, Cape Cod Division.	Pile.	Reinforced with 17 extra stringers.
747, Bourne, Cape Cod Division.	Pile.	Reinforced throughout with extra stringers.
1076, Lee, Berkshire Division,	Frame trestle.	Frame bents replaced by pile bents, abutments strengthened by driving piles in front and back.

Total length of pile and trestle bridging,	13,930 ft., 2 in.
MISCELLANEOUS.	
Total length of railroad line operated by the company,	1,464.21 miles
Total length of railroad line operated in Massachusetts,	733.98 "
Total length of railroad track (computed as single track) operated by the company,	2,143 62 "
Total length of railroad track (computed as single track) operated in Massachusetts,	992.00 "

Length of additional steel-rail track laid during the year on lines owned,*	85 85 miles.
Total length of track now laid with steel rails on same,†	737.97 "
Length of additional steel-rail track laid during the year on lines operated under lease or contract,‡	52.94 "
Total length of track now laid with steel rails on same,§	1,936.10 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	2	17	1	1	3	18	4||	26
Employees, .	2	17	23	65	25	82	67	263
Other persons,	-	-	47	32	47	82	163	98
TOTAL, .	4	34	71	98	75	132	234	387

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1895. — A. B. Cook, brakeman, had thumb crushed while coupling cars at South Framingham.

July 2. — As train No. 810 was taking the Milton branch at Shawmut and Milton Junction, to allow another train to pass, it was run into by the latter train, injuring six passengers and two employees.

July 2. — W. Reilly, brakeman, had his finger crushed while coupling cars at East Bridgewater.

July 5. — The body of Matthew Donovan was found beside the track at Canton Junction, the man having been struck by a train.

July 5 — Fred Mercure, yard brakeman, had hand injured while coupling cars at Holyoke.

July 5. — Unknown man struck and killed by train, three-quarters mile north of Great Barrington; he was walking on track and paid no attention to warning whistle.

July 6. — John Flanagan, at Boston, crawled under cars to sleep; train started, breaking his arm.

July 9. — Boulouch Paschow, laborer, jumped from train at South Braintree before it had stopped; he fell and foot was crushed.

July 13. — Matthew Lahey was found near the track at Fall River with leg and head crushed, having been struck by a train.

July 15. — H. McDermott, yard brakeman, had his hand crushed while coupling cars at South Boston.

July 16. — An unknown man was struck by a train at Readville and instantly killed.

* Including sidings 18.93 miles.

† Including sidings 52.90 miles.

|| Two passengers killed by jumping from moving trains.

‡ Including sidings 176.67 miles.

§ Including sidings 414.90 miles.

July 20. — Yard brakeman O. J. Gleason had his finger crushed while coupling cars at Worcester.

July 21. — Bryan Mitchell was found on the track at Mount Hope with both legs run over and arm broken; he evidently had been struck by a train.

July 24. — John Ahern, in attempting to steal a ride at South Boston, fell from the train and had his foot run over.

July 29. — Owen Welch, yard brakeman, while switching at Fall River, was run over by the cars and killed.

July 29. — Frances Aggestino, J. O. Patterson and John Ballaeo, while walking on the track at Forest Hills, were struck by a train; one sustained internal injuries, one had leg cut off below the knee, the other had right leg cut off, left leg broken and head injured.

July 29. — Albert Cote, three years old, was struck and killed by a train at Freeport Street crossing, Harrison Square, he having crawled under the gates.

July 31. — O. F. Whittemore, brakeman, was struck by an overhead bridge while standing on car at Weymouth; both arms were broken and head seriously injured.

July 31. — E. S. Mowry, brakeman, had left hand cut and finger of right hand broken while coupling cars at South Boston.

July 31. — James Montgomery, colored, went to sleep on platform at Lenox: was struck by steps of coaches, sustaining slight injuries about legs and head.

August 4. — Joseph Skelton and Percy Wilkins drove onto a crossing in front of train at Carlisle; both were struck and killed.

August 4. — F. A. Walker, brakeman, had his finger crushed while coupling cars at Middleborough.

August 7. — An unknown trespasser was struck by a train at Fall River and killed.

August 8. — Jerry Lyons, a boy of fourteen, had one foot run over in attempting to board a moving freight train at South Braintree.

August 15. — Judson M. Kinnie, an employee, fell or was thrown under his train at Forest Hills; his legs were badly crushed.

August 16. — Michael Shea, laborer for Whitney & Co., Holyoke, caught between cars and slightly injured.

August 17. — Joseph Barrows of Natick was found on the track at Mansfield with compound fracture of arm and ribs broken.

August 20. — C. A. Bell, brakeman, while coming down side ladder at Boston, was knocked off the car and had wrist broken.

August 20. — The body of an unknown man was found on the track at Roxbury in a mangled condition.

August 20. — John Sexton, while walking on the track at Millville, was struck by a train and killed.

August 21. — James Gilrairie, while walking on the track at Quincy, was struck by a train and killed.

August 21. — Thomas Callahan, section laborer, foot hurt by rail falling on it at Easthampton.

August 21. — N. LeFibre, yard brakeman, caught between cars and squeezed while coupling at Holyoke.

August 22. — An unknown man, while walking on the track at Campello, was struck by a train and killed.

August 25. — John E. Lynch of Brockton attempted to board a moving train at Nantasket; he was run over and killed.

August 25. — Fitz James Berry, yard brakeman, while switching, attempted to step from one car to another; the cars parted, and he fell, receiving a fracture of the ankle.

August 29. — Freight brakeman William C. Britton, at Worcester, jumped from top of the car to ground (the car being derailed), and broke his right arm and sprained his ankle.

August 30. — H. Somers, freight brakeman, was knocked from car by striking lumber shed at Easthampton.

September 1. — Body of an unknown man was found on the tracks at Boylston.

September 2. — Dr. D. W. Leach of Randolph attempted to board a train as it was passing South Braintree station; he fell and was fatally injured.

September 7. — An unknown man was struck and instantly killed while walking on the track at Canton Junction.

September 10. — John J. Hart, crossing tender, while attempting to pass between a train and cattle guard at Rockland, was struck by a car and fatally injured.

September 12. — C. C. Callaghan, brakeman, was knocked from top of coal car by trees that had been blown across the track about two miles south of Pittsfield; severely bruised.

September 13. — Francis Clancy, who was walking on the track at Jamaica Plain, was struck by a train and instantly killed.

September 13. — Yard brakeman Joseph Sandholtzer stepped from cars directly in front of a passenger train, at Roxbury, sustaining a fracture of the skull.

September 17. — Wallace Kendall was struck and killed on first crossing south of Congamond.

September 19. — Joseph F. Dickens, yard master at Attleborough, while on a string of cars which were being "kicked," was thrown to the ground, run over and seriously injured.

September 25. — The body of Fernando Foster was found on the track at Millville; the man had evidently been struck by a train.

September 30. — John Graves attempted to cross track in front of train at South Braintree; was struck by engine and had leg broken and was badly bruised.

October 1. — O. P. Rolfe, conductor, in boarding a caboose at Myricks, was run over, losing right leg and toes of left foot.

October 2. — Brakeman P. J. Morrissey had thumb badly crushed while coupling cars at Readville.

October 4. — T. Foley, freight brakeman, had two fingers broken while coupling cars at Northborough.

October 4. — Joseph Morris, section man, while working on track at Lakeville, was struck by a train and killed.

October 5. — Lewis Bowdoin, while walking on the track at Walpole, was struck by a train; one leg was broken.

October 5. — John Brocher, freight brakeman, was knocked off a caboose by coming in contact with a bridge at Boylston; both legs were badly crushed.

October 8. — Patrick Dineen, section foreman, was struck by a train at Canton Junction; skull fractured.

October 9. — P. Curtin, car inspector, fell under caboose at Westfield and had arm cut off.

OF THE 3rd PAGE

[illegible]

1. The first of these is the fact that the United States has a large and growing population of people who are of Mexican descent. This population is concentrated in the southwestern United States, particularly in California, Arizona, and New Mexico. It is estimated that there are over 10 million people of Mexican descent in the United States, and this number is expected to increase significantly in the future.

WILLIAM JAMES WALKER WAS WAITING IN THE CITY OF NEW YORK FOR A
SOME TIME TO BE CALLED BY HIS NAME AND HE WAS NOT CALLED AT ALL
THE DAY.

[illegible]

On May 22 - I am I am with was walking on the beach at Brown's & v. -
 sitting in a small boat in the channel.

1871. 22. — A LATER DISCOVERY FROM WHICH HAVE SURVIVED IN THE
 ORIGINAL WAS THE LIST OF ALL EXISTING LITERATURE WITH THE
 ABOVE TITLES. V. L. HUNT, BOSTON: Mrs. Catherine McGOWAN, NEW-
 HAVEN: Mrs. Mary Anne FORTUNE, NEW: Mrs. Ellen GREENE, NEW-
 HAVEN: Mrs. Anne W. BROWN, NEW: Mrs. James W. BROWN, NEW: Mrs. J. L.
 GORDON, NEW: Mrs. Mary Barnes, NEW: Mrs. L. L.
 HARRIS, NEW: V. L. HUNT, BOSTON.

Q. — N — W. sh. : lower unaltered while at work in the ...

Q. — I regret extremely Fred T. Astle was not over our hills. I found himself he supposed to have fallen while climbing one.

3 miles - 4 - Curran's Bakery a machine was struck by a train at East -
Wood and killed.

Witnesses — John Bennett who was walking on the track at Santa Fe station at 11:30 AM and immediately returned.

November 4 — Brokenback Thomas Sherry had thumb badly crushed while
working on the road.

Albany, N. Y. — William Snow freight truckman, had hand crushed while coupling engine to dead car at Westfield.

November 7. — William E. Hill, bricklayer, had finger taken off while working on Buzzard's Bay.

November 7.—Mrs. Harry T. Eastman, while walking on the track at Lakewood was struck by a train and fatally injured.

November 9. — A. E. Peaches, freight brakeman, fell from train at S. C. 100.

November 22.—John Dahl attempted to cross the track at Worcester in front of a train: was struck and instantly killed.

November 22.—Brakeman William O'Brien, while coupling cars at Granger, had thumb and finger injured.

November 12. — Horace S. Bradford, train baggage master, while coupling cars at Plymouth, had thumb badly crushed.

November 15 — Esteban Marchina, a laborer employed by contractor, in attempting to cross our tracks was struck by a train and fatally injured. Buried.

November 14. — Patrick Falvey, yard brakeman, in attempting to get down between two cars for the purpose of uncoupling them, fell under the train arm crushed and scalp wounded. Boston.

November 14. — The body of William H. Moore was found on the track at Fall River; the man had presumably been struck by a train while walking on the track.

November 18. — J. Dolan, yard brakeman, had arm broken while coupling cars at Westfield.

November 21. — James Tumalty, at Chlickering, who was at work at interlocking, was fatally injured by an engine backing down upon him.

November 21. — The body of Bernard Delaney was found on the track at South Boston; he had been struck by a train.

November 24. — Alfred Bayles, yard brakeman, had fingers crushed while coupling cars at Fall River.

November 27. — The remains of a man were discovered lying on the track at Dighton; he evidently had been struck by one of the night trains.

November 28. — John Cleary, while walking on the track at Uxbridge, was struck by a train and killed.

November 29. — Frank Lapointe, freight brakeman, had hand crushed while coupling cars at Holbrook.

November 29. — The remains of head brakeman Fred Ledean were found, cut in two; he is supposed to have slipped and fell from his train in stepping from one car to another at Mansfield.

November 30. — Yard brakeman Wallace Hornby lost two fingers while coupling cars at New Bedford.

December 3. — Daniel Brine, a shoveller, was run over and fatally injured at South Boston.

December 10. — Thomas Callahan, trespasser, was struck by a train at Easthampton and killed.

December 11. — Malachi Dolan, who was walking on the track at Spring Street, was struck by train and instantly killed.

December 11. — The body of James Kane, who was employed by contractors for the new work, was found on the track at Jamaica Plain; the man had been struck by a train and killed.

December 12. — Wilbur Young attempted to cross the track ahead of a train at Boylston, and was struck by the engine and thrown to the platform; his arm was broken and he was fatally injured.

December 13. — William Morgan, brakeman, had two fingers crushed while coupling cars at South Boston.

December 14. — The body of Baptist Fregeau was found on the track at Fall River; the man had probably been struck by a train while walking on the track.

December 14. — C. E. Campbell, head brakeman, is supposed to have fallen from the train, and his remains were found upon the track at Norfolk Downs.

December 15. — Frank Stevens, while walking on the track at Wilkinsons-ville, was struck by a train and killed.

December 22. — Brakeman W. F. McNamara fell from a car at Mansfield and broke his collar bone.

December 24. — Charles A. Hardy, yard conductor, at Boston, was killed by falling under the cars; in what way, unknown.

December 24. — John Letcher and David Grinnell, while walking on the track at Middleborough, were struck by a train; Grinnell was killed and Letcher's arm was broken.

December 25. — A boy who was walking on the track at Worcester was struck by a train and killed.

December 28. — John W. Read, who was walking on the track at East Foxborough, was struck by a train and killed.

December 28. — William Rouke, brakeman, had four fingers mashed while coupling cars at Ashley Falls.

January 3, 1896. — Thomas Quinn, section foreman, had elbow dislocated by crank of hand car at Easthampton.

January 4. — An unknown man, who was walking on the track at Roxbury, was struck by a train and killed.

January 6. — Conductor A. A. Tolford had finger badly jammed by a door shutting on it at Savin Hill.

January 11. — James Cosgrove, section hand, was struck by a train near Van Deusenville, receiving cuts and bruises and dislocating shoulder; he was shovelling snow, and did not heed warning.

January 13. — John Williamson, a machine shop employee at South Boston, was struck by a train and fatally injured.

January 13. — John Baptiste, who was walking on the track at Hebronville, was struck by a train; one leg was broken.

January 16. — James McElroy was struck by a train at Jamaica Plain station and severely injured about the head.

January 16. — W. N. Hart, engineer, while working around his engine at Canton Junction, had one leg cut off below the knee.

January 17. — W. P. Cross, yard brakeman, was struck by a train in Westfield yard and had one rib broken.

January 18. — Jaoni Conra, laborer, was struck by a train at Chickering and killed.

January 18. — John J. Savage, while walking on the track at Worcester, was struck by a train and killed.

January 18. — Joseph M. Easton was found on the track at Attleborough with his skull fractured and his face cut.

January 24. — At Mansfield, Charles F. Wyman, yard brakeman, was caught between the end of a flat car and some lumber and had two fingers crushed.

January 25. — H. E. Bartlett, brakeman, had fingers crushed while coupling cars at South Framingham.

January 27. — Henry Johnson, brakeman, had fingers injured while coupling cars at New Bedford.

January 28. — J. H. Wyman, freight brakeman, had fingers jammed coupling cars at Brockton.

January 31. — Michael Flynn was struck by a train at Forest Hills; he was badly cut about the head and had one arm broken.

January 31. — Charles Ladue had thumb and hand bruised and thumb broken while coupling cars at Worcester.

February 3. — C. H. Wells, freight brakeman, fell between cars in making stop at Concord Junction, sustaining fatal injuries.

February 4. — Yard brakeman Benjamin McGuire broke his thumb and finger coupling cars at Fall River.

February 4. — Charles E. Watson, freight brakeman, lost a finger and part of a thumb coupling cars at Worcester.

February 6. — George Burgess, aged thirteen, was struck by a train and killed while walking on the track at Wilkinsonville.

February 7. — Benjamin Brooks, who was lying in an intoxicated condition on the tracks at Quincy Adams, was struck by a train and killed.

February 9. — Thomas Brogan, section man, was run over by engine No. 216 in the yard at Springfield and killed.

February 13. — Henry Meyers attempted to board a train as it was moving out of Highland station; he slipped under the wheels and one leg was run over.

February 13. — Cornelius McGillicuddy was struck by a train and killed while walking on the track at Millville.

February 13. — A horse and sleigh, driven by Frank H. Ballou, ran into a locomotive at Marlborough Junction, killing both horse and man.

February 14. — G. A. Seeley, engineer; Louis Abel, fireman; George Decker, brakeman; J. Gilbert, engineer; and Gideon Rushlow, engine wiper, were injured in collision at Pittsfield. Train No. 1404 ran through an open switch and struck three engines standing on turn-table track. Fireman Abel had leg broken, scalp wound and bruises; Rushlow had one rib broken; the rest were only slightly bruised and shaken up.

February 15. — Peter Copeland, yard brakeman, while switching at South Framingham, slipped and fell from a car and was run over and fatally injured.

February 17. — James Buckley, switchman, had thumb crushed coupling cars at Boston.

February 19. — Thomas Griffin, brakeman, had arm broken coupling cars at East Weymouth.

February 21. — Yard brakeman W. H. Seeley was run over by a switching engine and instantly killed at Roxbury; it is supposed that he slipped while arranging the link in the draw-bar.

February 29. — Eugene Cargill, a deaf and dumb man, while walking on the track at South Fitchburg, was struck by a train and badly injured.

March 4. — Section foreman George H. Knowlton was struck by a train at Forest Hills and severely injured.

March 5. — Section foreman O. B. Smith, who was walking on the track at Stoughton, was struck by a train and killed.

March 6. — Frank Fitzpatrick, a car inspector, was run over by the cars at Boston and killed.

March 13. — Freight brakeman J. E. Packard had his right thumb cut off coupling cars at Middleborough.

March 14. — Baggage master J. H. Lewis had his arm broken at Mattapan, while testing the air, with hand on brake wheel.

March 14. — W. P. Cross, yard brakeman, fell from train, Westfield, on account of brake wheel coming off.

March 18. — A boy named Harry Carlisle was struck by a train at Deanville Street crossing, Farmer's, and injured.

March 19. — John Filburn attempted suicide at Lenox by putting his head under the wheels on train No. 1417; he was restrained in first attempt, and in second attempt an oil box on the car struck him on head and knocked him away from the train.

March 21. — Walter Glannon, aged six, was fatally injured in some unknown manner while playing in the freight yard at Readville.

March 21. — James Rooney, while walking on the track at Jamaica Plain, was struck by a train and badly hurt.

March 21. — Stanisto Rogoinez was struck by a train and killed while walking on the track at Dodgeville.

April 7. — Martin Curran, an employee, while walking on the track at Boylston, was struck by a train and killed.

April 7. — E. T. Damon, yard master, sprained his ankle in jumping from the cars at Northampton.

April 11. — James Sherrington, while walking on the track at Farnumsville, was struck by a train and badly injured.

April 13. — Louis Olsen, a foreman employed by the Boston Bridge Works, doing work for this company, was run over by the cars; both legs were cut off.

April 17. — Mrs. Christopher Ruff, a deaf woman, was struck and killed by a train near Ashley Falls while walking on the track.

April 18. — A. E. Peebles, freight brakeman, fell from train at Holyoke and was slightly injured.

May 1. — Charles Morin, section laborer, had toe broken while unloading ties at Northampton.

May 6. — Mrs. George Reed jumped from a train at East Weymouth while it was in motion, fracturing hip bone.

May 7. — Shore line passenger train was derailed from some unknown cause, near Boston depot; Joseph E. Long and William J. Dow were killed and Michael McGarrahan was injured; Henry Shelton, an engineer, was also injured.

May 9. — James McCann, freight brakeman, was run over at Readville and instantly killed; the man probably fell from the train.

May 11. — John Foley, brakeman in the yard at Springfield, had hand injured coupling cars.

May 12. — John B. Chandler jumped from a train at Brockton before it had stopped, in front of an approaching work train, and was instantly killed.

May 15. — J. McCarthy, freight brakeman, was struck and killed by a train at Westfield.

May 18. — George W. Weaver, brakeman, had hand crushed coupling cars at Attleborough.

May 24. — John Stonehouse, who was lying on our tracks at Chace's, was struck by a train and killed.

May 27. — Christopher Keefe, yard brakeman, broke finger while coupling cars at Boston.

June 1. — Jarius Shaw, trespasser, attempted to pass between two cars at Middleborough, was caught and badly crushed.

June 2. — Frank Palmer, freight brakeman, fell from a car at Taunton and was run over and instantly killed.

June 12. — William Hill, freight brakeman, lost three fingers coupling cars at North Eastham.

June 14. — The body of James O. Sullivan was found on the track at Canton Junction in a badly mangled condition.

June 17. — L. W. Packard, motor car ticket collector, was on top of car, holding trolley, as train was passing a crossing at Weir River; he was struck by an overhanging structure of the Hingham Street Railway and injured about the head.

June 17. — E. J. Murphy, yard brakeman, had right foot run over while coupling cars at Westfield.

June 19. — While a passenger train was passing Centre Street, Boylston, a stone being handled by a contractor's derrick was swung into the train, breaking into a coach and injuring Irving M. Clark, a passenger, and Dana L. Deshon, an employee.

June 19. — Patrick Curley was found on the track in a badly injured condition at Hyde Park.

June 19. — While an engine was being turned at Montello, a boy about sixteen years of age jumped on the table; his right foot was caught between the table and track and badly crushed.

June 19. — Theodore Bourgeois, freight brakeman, was pulled from the train by a telephone wire across the track at West Berlin, and fatally injured.

June 22. — Howard W. Belcher, a helper at the station at Marshfield, in attempting to catch a valise which was falling from a baggage truck, fell in front of a train and had his foot crushed by the engine.

June 25. — William D. Gallup, freight brakeman, at South Framingham, had thumb crushed while coupling cars.

June 25. — Franchese Perper, trespasser, was killed by a train at Westfield.

June 27. — Patrick Conroy, a cleaner, while helping to turn an engine at Campello, caught his foot between curbing and turn-table, crushing it badly.

June 28. — Martin McTigue, a track walker, went to sleep beside track; engine of train No. 1400 struck him, cutting his head and bruising him about the body.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. John M. Hall, *Vice-President*, New Haven, Conn. C. S. Mellen, *Second Vice-President*, New Haven, Conn. J. R. Kendrick, *Third Vice-President*, Boston, Mass. Win. L. Squire, *Treasurer*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. Wm. D. Bishop, Jr., *Secretary*, Bridgeport, Conn. C. H. Platt, *General Superintendent New Haven System*, New Haven, Conn. E. G. Allen, *General Superintendent Old Colony System*, Boston, Mass. George L. Connor, *Passenger Traffic Manager*, New Haven, Conn. C. T. Hempstead, *General Passenger Agent New Haven System*, New Haven, Conn. A. C. Kendall, *General Passenger Agent Old Colony System*, Boston, Mass. N. A. Willcox, *General Freight Agent*, New Haven, Conn. G. L. Winlock, *Assistant General Freight Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm D. Bishop, Bridgeport, Conn. Henry C. Robinson, Hartford, Conn. Charles P. Clark, New Haven, Conn. Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. William Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. John M. Hall, New Haven, Conn. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Royal C. Taft, Providence, R. I. Charles F. Brooker, Ansonia, Conn. Carlos French, Seymour, Conn. George J. Brush, New Haven, Conn. I. DeVer Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES P. CLARK,
CHARLES F. CHOATE,
WM. D. BISHOP,
CHAS. F. BROOKER,
CARLOS FRENCH,
ROYAL C. TAFT,
JOHN M. HALL,
GEO. J. BRUSH,
HENRY S. LEE,
ARTHUR D. OSBORNE,
LEVERETT BRAINARD,

Directors.

W. L. SQUIRE,

Treasurer.

C. H. PLATT,

General Superintendent.

STATE OF NEW YORK.

STATE, COUNTY AND CITY OF NEW YORK, ss. SEPT. 12, 1896. Then personally appeared the above-named Charles P. Clark, Charles F. Choate, Wm. D. Bishop, Chas. F. Brooker, Carlos French, Royal C. Taft, John M. Hall, Geo. J. Brush, Henry S. Lee, Arthur D. Osborne, Leverett Brainard, W. L. Squire and C. H. Platt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,

Notary Public for Westchester County, New York.

Certificate filed in New York County, New York.

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RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.										
Total income from lease of road,	.	.	.	.	.	.	.	.	.	\$3,000 00
Income from other sources :										
Rent of hall,	.	.	.	.	.	.	.	.	\$100 00	
Interest on deposits,	.	.	.	.	.	.	.	.	12 92	
										112 92
GROSS INCOME,										\$3,112 92
Expenses and charges upon income accrued during the year :										
Taxes,	.	.	.	.	.	.	.	.	\$236 52	
Other expenses and charges upon income :										
sundries,	.	.	.	.	.	.	.	.	5 50	
TOTAL EXPENSES AND CHARGES UPON INCOME,										242 02
NET DIVISIBLE INCOME,										\$2,870 90
Dividends declared (3 per cent),										3,000 00
Deficit for year ending June 30, 1896,										\$129 10
Amount of surplus June 30, 1895,										452 65
TOTAL SURPLUS JUNE 30, 1896,										\$323 55
ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$100,000 00
Cash,	.	.	.	.	.	.	.	.	.	323 55
TOTAL,										\$100,323 55
LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$100,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	323 55
TOTAL,										\$100,323 55

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	49	
Number of stockholders in Massachusetts,	48	
Amount of stock held in Massachusetts,	\$99,900 00	

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	10
Number of highway crossings at grade unprotected,	10

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,
NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore C. Bates, *President*, No. 29 Harvard Street, Worcester, Mass.
Alden Batcheller, *Vice-President*, North Brookfield, Mass. John B. Dewing
Treasurer, North Brookfield, Mass. Geo. R. Hamant, *Clerk of Corporation*,
North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Theodore C. Bates, Worcester, Mass. Alden Batcheller, North Brookfield,
Mass. John B. Dewing, North Brookfield, Mass. James Miller, North
Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass. C. W.
Woods, North Brookfield, Mass. Geo. R. Hamant, North Brookfield,
Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ALDEN BATCHELLER,
JOHN B. DEWING,
JAMES MILLER,
GEORGE R. HAMANT,
C. W. WOODS,

Directors.

JOHN B. DEWING,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. SEPT. 4, 1896. Then personally appeared the above-named Alden Batcheller, John B. Dewing, James Miller, George R. Hamant and C. W. Woods, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SUMNER HOLMES,

Justice of the Peace.

RETURN
OF THE
NORWICH & WORCESTER RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1896.
[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$245,536 00
Income from other sources: interest received from money on deposit,		1,567 67
GROSS INCOME,		\$247,103 67
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$540 00	
Interest on funded debt,	24,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		24,540 00
NET DIVISIBLE INCOME,		\$222,563 67
Dividends declared (8 per cent on 27,692 shares),		221,536 00
Surplus for year ending June 30, 1896,		\$1,027 67
Amount of surplus June 30, 1895,		902,803 54
TOTAL SURPLUS JUNE 30, 1896,		\$903,831 51
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$3,619,201 50
Cost of equipment,		179,750 50
Stock of Norwich & New York Transportation Company,		495,575 00
Lands in Massachusetts,	\$3,107 08	
Lands in Connecticut,	9,785 00	
TOTAL PERMANENT INVESTMENTS,		\$4,307,412 08
Cash,	\$153,070 02	
Due from solvent companies and individuals,	14,860 55	
TOTAL CASH AND CURRENT ASSETS,		167,930 57
Materials and supplies,		42,478 50
TOTAL,		\$4,517,821 15

LIABILITIES.					CR.
Capital stock, common,	.	.	.	.	\$6,600 00
Capital stock, preferred,	.	.	.	.	2,769,200 00
TOTAL CAPITAL STOCK,					\$2,775,800 00
Funded debt,	.	.	.	.	400,000 00
Current liabilities :					
Loans and notes payable,	.	.	.	.	\$285,285 00
Dividends not called for,	.	.	.	.	8,028 00
Matured interest coupons unpaid (including coupons due July 1),	.	.	.	.	12,660 00
Rentals (including rentals due July 1),	.	.	.	.	129,229 33
TOTAL CURRENT LIABILITIES,					430,197 33
Accrued liabilities : interest accrued and not yet due,	.	.	.	.	8,000 00
Profit and Loss balance (surplus),	.	.	.	.	903,831 51
TOTAL,					\$4,517,828 84
CAPITAL STOCK.					
Capital stock authorized by law, preferred,	.	.	.	.	\$3,825,000 00
Capital stock issued and outstanding, common,	.	.	.	.	\$6,600 00
Capital stock issued and outstanding, preferred,	.	.	.	.	2,769,200 00
TOTAL CAPITAL STOCK LIABILITY,					\$2,775,800 00
Number of shares issued and out-					
standing, common,	.	.	.	66	
Number of shares issued and out-					
standing, preferred,	.	.	.	27,692	
Total number of shares outstanding,				27,758	
Number of stockholders,	.	.	.	897	
Number of stockholders in Massachusetts,	.	.	.	723	
Amount of stock held in Massachusetts,	.	.	.	\$2,075,000 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
From Allyn's Point to State line near Wilson's, including property in Connecticut only,	6	March 1, 1897,	\$400,000 00	\$24,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	26
Number of crossings of company's railroad by highways above railroad,	2
Number of crossings of company's railroad by highways under railroad,	6
Number of highway crossings at grade protected by gates,	5
Number of highway crossings at grade protected by flagmen,	5
Number of highway crossings at grade unprotected,	16
Number of highway bridges 18 feet (or more) above track,	1
Height of lowest highway bridge above track,	18 feet.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (2 in number), viz:	
The New England at Webster. Boston & Albany at Worcester.	
Number of crossings under other railroads,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,
NORWICH, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. M. M. Whittemore, *Treasurer and Clerk of Corporation*, Norwich, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass. Josiah H. Clarke, Worcester, Mass. Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Chas. P. Cogswell, Norwich, Conn. William T. Hart, Boston, Mass. Edward C. Thayer, Keene, N. H. Stephen Salisbury, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

A. G. BULLOCK,
THOS. B. EATON,
JOSIAH H. CLARKE,
FRANCIS H. DEWEY,
STEPHEN SALISBURY,
Directors.
M. M. WHITTEMORE,
Treasurer

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 12, 1896. Then personally appeared the above-named A. G. Bullock, Thomas B. Eaton, Josiah H. Clarke, Francis H. Dewey and Stephen Salisbury, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK W. COTTING,

Justice of the Peace.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. NORWICH, Aug. 8, 1896. Then personally appeared the above-named M. M. Whittemore, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRA L. PECK,

Notary Public.

RETURN OF THE FEDERAL PALACE COMPANY

FOR THE YEAR ENDING JUNE 30, 1906

(Amount in full reported to the New York, New Haven & Hartford)

GENERAL LEDGER FOR THE YEAR

Income from operations for year	\$1,274,400
Expenses and charges upon income received during the year	
Salaries and compensation of management	\$21,400 00
Interest on funded debt	\$21,400 00
Interest and charges on unfunded debt and	
assets	\$1,414 90
TOTAL EXPENSES AND CHARGES UPON INCOME	\$43,800 00
NET AVAILABLE INCOME	\$1,230,600 00
Dividends declared - per cent	1.2306
Amount of surplus June 30, 1906	\$21,400 00
Indemnities during the year - claims paid for personal injuries and loss of property	\$21,400 00
TOTAL SURPLUS JUNE 30, 1906	\$42,800 00

GENERAL BALANCE SHEET JUNE 30, 1906

ASSETS	Dr.	
Cost of road		\$26,751 90
Cost of equipment		3,141 10
Stock of Old Colony Steamboat Company	\$1,274,400 00	
Stock of New York, Providence & Boston & Old Colony Terminal Company	52,500 00	
Stock of Providence, Warren & Bristol Railroad Company	1,600 00	
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company	13,340 83	
Stock of Union Freight Railroad Company	79,014 42	
Stock of Fall River Railroad Company	3,967 00	
Stock of Lowell & Framingham Railroad Company	10,529 69	
Stock of Sea View Hotel & Wharf Company	2,000 00	
Stock of Oak Bluffs Land & Wharf Company	80 00	
		1,444 90
Other permanent property: Providence terminal improvements		74,000 00
TOTAL PERMANENT INVESTMENTS		\$31,412 30

Cash,	\$877,836 06	
Bills receivable,	71,801 47	
Due from solvent companies and individuals,	55,819 00	
Other cash assets,	1,748 75	
TOTAL CASH AND CURRENT ASSETS,		\$507,200 28
Other assets and property: Boston & Providence Railroad improvement account,		2,269,153 26
TOTAL,		\$34,188,691 80

	LIABILITIES.	CR.
Capital stock, common,	\$15,889,100 00	
Stock liability,	8,525 00	
TOTAL CAPITAL STOCK LIABILITY,		\$15,897,625 00
Funded debt,		14,595,200 00
Real estate mortgages,		175,000 00
Current liabilities:		
Loans and notes payable,	\$697,900 00	
Net balances due other companies,	298,042 65	
Dividends not called for,	16,419 51	
Dividends payable July 1, 1896,	274,559 25	
Matured interest coupons unpaid (including coupons due July 1),	147,597 67	
TOTAL CURRENT LIABILITIES,		1,429,519 08
Accrued liabilities: interest accrued and not yet due,		129,185 82
Premium on stock and bonds,		1,183,062 51
Profit and Loss balance (surplus),		779,099 39
TOTAL,		\$34,188,691 80

PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	\$7,957 57	
Bridging,	287 75	
Superstructure, including rails,	6,257 12	
Lands, land damages and fences,	854,062 72	
Passenger and freight stations, woodsheds and water stations,	20,183 91	
Machine shops,	81,423 83	
Buildings and plant for electrical power,	167,197 80	
Engineering, salaries and other expenses during construction,	198 59	
Removing grade crossings,	806,431 65	
New Bedford and Fairhaven ferry slips and boats,	63,284 46	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$1,507,285 40
Other expenditures charged to property accounts: Boston & Providence Railroad improvement account,		932,597 99
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,439,883 39
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: real estate, etc., sold or transferred to grade crossing accounts,		29,102 25
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$2,410,781 14

CAPITAL STOCK.

Capital stock authorized by law.*	\$15,000,000 00	
Capital stock authorized by votes of company.*	15,000,000 00	
Capital stock issued and outstanding.		\$15,869.10
Scrap converting into stock.	\$107 37	
Other paid stock liability.	8,417 63	
		8.525 0
TOTAL CAPITAL STOCK LIABILITY.		\$15,897.625
Number of shares issued and outstanding.	158,891	
Number of stockholders.	5,412	
Number of stockholders in Massachusetts.	5,122	
Amount of stock held in Massachusetts.	\$15,252,430 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	DATE OF INCURRING.	MORTGAGE WHEN MADE.	AMOUNT.	INTEREST PER CENT PER ANNUM.
For Cash.				
Real estate in South Boston.	1892	January.	\$175,000 00	4 1/2

FIXED DEBT.

DESCRIPTION OF DEBT.	DATE OF INCURRING.	DATE OF MATURITY.	AMOUNT OUTSTANDING.	INTEREST PER CENT PER ANNUM.
For Cash.				
First mortgage on real estate.	1892	1902	\$175,000 00	4 1/2
Second mortgage on real estate.	1892	1902	100,000 00	4 1/2
Third mortgage on real estate.	1892	1902	50,000 00	4 1/2
Fourth mortgage on real estate.	1892	1902	25,000 00	4 1/2
Fifth mortgage on real estate.	1892	1902	12,500 00	4 1/2
Sixth mortgage on real estate.	1892	1902	6,250 00	4 1/2
Seventh mortgage on real estate.	1892	1902	3,125 00	4 1/2
Eighth mortgage on real estate.	1892	1902	1,562 50	4 1/2
Ninth mortgage on real estate.	1892	1902	781 25	4 1/2
Tenth mortgage on real estate.	1892	1902	390 62	4 1/2
Eleventh mortgage on real estate.	1892	1902	195 31	4 1/2
Twelfth mortgage on real estate.	1892	1902	97 66	4 1/2
Thirteenth mortgage on real estate.	1892	1902	48 83	4 1/2
Fourteenth mortgage on real estate.	1892	1902	24 41	4 1/2
Fifteenth mortgage on real estate.	1892	1902	12 21	4 1/2
Sixteenth mortgage on real estate.	1892	1902	6 10	4 1/2
Seventeenth mortgage on real estate.	1892	1902	3 05	4 1/2
Eighteenth mortgage on real estate.	1892	1902	1 52	4 1/2
Nineteenth mortgage on real estate.	1892	1902	0 76	4 1/2
Twentieth mortgage on real estate.	1892	1902	0 38	4 1/2
Twenty-first mortgage on real estate.	1892	1902	0 19	4 1/2
Twenty-second mortgage on real estate.	1892	1902	0 09	4 1/2
Twenty-third mortgage on real estate.	1892	1902	0 05	4 1/2
Twenty-fourth mortgage on real estate.	1892	1902	0 02	4 1/2
Twenty-fifth mortgage on real estate.	1892	1902	0 01	4 1/2
Twenty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Twenty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Twenty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Twenty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirtieth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-first mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-second mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-third mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Thirty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Fortieth mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-first mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-second mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-third mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Forty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Fiftieth mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-first mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-second mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-third mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Fifty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixtieth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-first mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-second mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-third mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Sixty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventieth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-first mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-second mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-third mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Seventy-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Eightieth mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-first mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-second mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-third mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Eighty-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninetieth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-first mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-second mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-third mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-fourth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-fifth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-sixth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-seventh mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-eighth mortgage on real estate.	1892	1902	0 00	4 1/2
Ninety-ninth mortgage on real estate.	1892	1902	0 00	4 1/2
One hundredth mortgage on real estate.	1892	1902	0 00	4 1/2

DEBITORS OF CAPITAL.

See statement of indebtedness in preceding appendix to report.

* Amounts authorized by law and by votes of company are shown in full in the statement of indebtedness in the preceding appendix to report. The amounts shown in this statement are the amounts actually paid for the purpose of the statement.

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	553
Number of crossings of company's railroad by highways above railroad,	102
Number of crossings of company's railroad by highways under railroad,	54
Number of highway crossings at grade protected by gates,	122
Number of highway crossings at grade protected by flagmen,	157
Number of highway crossings at grade protected by electric signals only,	40
Number of highway crossings at grade unprotected,	234
Number of highway grade crossings finally abolished during the year,	11
Number of highway grade crossings now in process of abolition,	2
Number of highway grade crossings for abolition of which petition is pending,	57
Number of highway bridges 18 feet (or more) above track,	39
Number of highway bridges less than 18 feet above track,	63
Height of lowest highway bridge above track,	14 ft., 1 in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (8 in number), viz.:	
Fitchburg Railroad at Concord Junction and Fitchburg,	2
Boston & Maine Railroad, Western and Northern Division, at Clinton,	1
New England Railroad at Walpole and Medfield,	2
Boston & Providence Railroad at Mansfield,	1
Boston & Albany Railroad at South Framingham,	1
Boston & Maine Railroad, Central Massachusetts Division, at South Sudbury,	1
Number of above crossings at which interlocking signals are established,	8
Number of crossings over other railroads,	1
Number of crossings under other railroads,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,

ROOM 205, SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Charles P. Clark, New Haven, Conn. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. James R. Kendrick, Boston, Mass. Charles L. Lovering, Taunton, Mass. John J. Russell, Plymouth, Mass. Joshua M. Sears, Southborough, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
CHARLES L. LOVERING,
THOS. DUNN,
N. THAYER,
JNO. J. RUSSELL,
J. R. KENDRICK,
CHARLES P. CLARK,

Directors

B. B. TORREY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, August, 1896. Then personally appeared the above-named Charles F. Choate, Charles L. Lovering, Thomas Dunn, N. Thayer, John J. Russell, J. R. Kendrick and B. B. Torrey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,

Justice of the Peace.

RETURN

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.										
Total income from lease of road,										\$22,500 00
GROSS INCOME,										\$22,500 00
Dividends declared (5 per cent),										\$22,500 00
GENERAL BALANCE SHEET JUNE 30, 1896.										
ASSETS.										DR.
Cost of road,										\$438,752 57
Cost of equipment,										11,247 43
TOTAL,										\$450,000 00
LIABILITIES.										CR.
Capital stock,										\$450,000 00
TOTAL,										\$450,000 00
CAPITAL STOCK.										
Capital stock authorized by law,						\$500,000 00				
Capital stock authorized by votes of company,						450,000 00				
Capital stock issued and outstanding,								\$450,000 00		
Number of shares issued and outstanding,						4,500				
Number of stockholders,						102				
Number of stockholders in Massachusetts,						96				
Amount of stock held in Massachusetts,						\$445,300 00				

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	17
Number of crossings of company's railroad by highways above railroad,	2
Number of highway crossings at grade protected by flagmen,	2
Number of highway crossings at grade unprotected,	15
Number of highway bridges 18 feet (or more) above track,	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Edward Jackson, Boston, Mass. James A. Rumrill, Springfield, Mass. Charles E. Stevens, Hingham, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
C. E. STEVENS,
ZENAS CRANE,
FRANCIS H. APPLETON,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 31, 1896. Then personally appeared the above named J. A. Rumrill, C. E. Stevens, Zenas Crane and Francis H. Appleton and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief, true.

Before me,

F. H. RATCLIFFE,
Justice of the Peace.

RETURN

OF THE

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1896.									
ASSETS.								DR.	
Cost of road,	.	.	.	.	.	.	.		\$305,000 00
TOTAL,	.	.	.	.	.	.	.		\$305,000 00
LIABILITIES.								CR.	
Capital stock,	.	.	.	.	.	.	.		\$80,000 00
Funded debt,	.	.	.	.	.	.	.		225,000 00
TOTAL,	.	.	.	.	.	.	.		\$305,000 00
CAPITAL STOCK.									
Capital stock authorized by law,	.	.	.	.	.	.	.	\$240,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	80,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.		\$80,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	800	
Number of stockholders,	.	.	.	.	.	.	.	28	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	23	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	5	1912,	\$225,000 00	-

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	1
Number of crossings of company's railroad by highways above railroad,	5
Number of crossings of company's railroad by highways under railroad,	4
Number of highway crossings at grade unprotected,	1
Number of highway bridges 18 feet (or more) above track,	5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. D. Shumway, *President and Treasurer*, Plymouth, Mass. L. T. Robbins, *Vice-President*, Plymouth, Mass. B. A. Hathaway, *Clerk of Corporation*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

T. D. Shumway, Plymouth, Mass. L. T. Robbins, Plymouth, Mass. W. P. Stoddard, Plymouth, Mass. J. W. Mixter, Plymouth, Mass. N. Morton, Plymouth, Mass. G. F. Morse, Carver, Mass. A. T. Savery, Middleborough, Mass. Wm. R. Pierce, Middleborough, Mass. Joseph E. Beals, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

L. T. ROBBINS,
J. W. MIXTER,
JOSEPH E. BEALS,
T. D. SHUMWAY,
NATHANIEL MORTON.

Directors

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 10, 1896. Then personally appeared the above-named L. T. Robbins, J. W. Mixter, J. E. Beals, T. D. Shumway and N. Morton and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,
Justice of the Peace

RETURN

OF THE

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.					
Total income from lease of road,	.	.	.	.	\$68,547 00
Expenses and charges upon income accrued during the year:					
interest on funded debt,	.	.	.	.	37,500 00
NET DIVISIBLE INCOME,	.	.	.	.	\$31,047 00
Dividends declared (6 per cent),	.	.	.	.	\$31,047 00
GENERAL BALANCE SHEET JUNE 30, 1896.					
ASSETS.				DR	
Cost of road and equipment,	.	.	.	.	\$1,267,450 00
TOTAL,	.	.	.	.	\$1,267,450 00
LIABILITIES.				CR.	
Capital stock,	.	.	.	.	\$517,450 00
Funded debt,	.	.	.	.	750,000 00
TOTAL,	.	.	.	.	\$1,267,450 00
CAPITAL STOCK.					
Capital stock authorized by law,	.	.	.	\$1,000,000 00	
Capital stock authorized by votes of company,	.	.	.	1,000,000 00	
Capital stock issued and outstanding,	.	.	.	.	\$517,450 00
Number of shares issued and outstanding,	.	.	.	5,174½	
Number of stockholders,	.	.	.	43	
Number of stockholders in Massachusetts,	.	.	.	2	
Amount of stock held in Massachusetts,	.	.	.	\$57,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	July 1, 1922,	\$750,000 00	\$56,250 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. Tinkham, *President*, Providence, R. I. Wm. H. Pope, *Treasurer and
Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

F. H. Peckham, Jr., Providence, R. I. Wm. Tinkham, Providence, R. I.
Wm. W. Douglas, Providence, R. I. Stephen O. Metcalf, Providence, R. I.
Wm. H. Pope, Providence, R. I. A. L. Sayles, Pascoag, R. I. Chas. P.
Clark, New Haven, Conn. Walter A. Read, Chepachet, R. I. Geo. W. Hobbs,
Uxbridge, Mass.

We hereby certify that the statements continued in the foregoing return are
full, just and true.

WM. TINKHAM,
WM. H. POPE,
GEO. W. HOBBS,
STEPHEN O. METCALF,
WALTER A. READ,
F. H. PECKHAM, JR.,
Directors.
WM. H. POPE,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE COUNTY, ss. AUGUST, 1896. Then personally appeared the
above-named Wm. Tinkham, Wm. H. Pope, Geo. W. Hobbs, Stephen O.
Metcalf, Walter A. Read and F. H. Peckham, Jr., and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

GILMAN E. JOPP,
Notary Public.

RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.			
Total income from lease of road,			\$6,160 27
Expenses and charges upon income accrued during the year:			
Salaries and maintenance of organization,	\$87 99		
Interest and discount on unfunded debts and loans,	4,855 85		
Taxes,	860 12		
Other expenses and charges upon income:			
repairs on buildings,	48 10		
TOTAL EXPENSES AND CHARGES UPON INCOME,			5,852 06
Surplus for year ending June 30, 1896,			\$808 21
Amount of surplus June 30, 1895,			8,695 76
TOTAL SURPLUS JUNE 30, 1896,			\$4,503 97
GENERAL BALANCE SHEET JUNE 30, 1896.			
ASSETS.		DR.	
Cost of road,			\$243,861 12
Net traffic balances due from other companies,	\$1,367 49		
Other cash assets,	60 00		
TOTAL CASH AND CURRENT ASSETS,			1,427 49
TOTAL,			\$244,788 61
LIABILITIES.		CR.	
Capital stock,			\$160,000 00
Current liabilities: loans,			80,284 64
Profit and Loss balance (surplus),			4,503 97
TOTAL,			\$244,788 61

CAPITAL STOCK.

PAID-UP CAPITAL STOCK AUTHORIZED BY LAW	\$2,000,000	00
PAID-UP CAPITAL STOCK AUTHORIZED BY VOTES OF STOCKHOLDERS	1,000,000	00
PAID-UP CAPITAL STOCK NOT YET RECEIVED		\$125,000 00
PAID-UP CAPITAL STOCK NOT YET RECEIVED		25,000 00
PAID-UP CAPITAL STOCK		1
PAID-UP CAPITAL STOCK IN MASSACHUSETTS		1
PAID-UP CAPITAL STOCK IN MASSACHUSETTS	\$125,000	00

DESCRIPTORS OF RAILROADS.

See individual descriptions in preceding appendix to report.

RAILROADS LOCATED IN MASSACHUSETTS.

Crossings with Highways.

Number of crossings of company's railroad by highways at grade.	12
Number of crossings of company's railroad by highways above railroad.	3
Number of crossings of company's railroad by highways under railroad.	4
Number of highway crossings at grade intersected.	12
Number of highway bridges 10 feet or more above track.	3
Bridge of lower highway bridge above track.	12 feet

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE WEBSTER & SPRINGFIELD RAILROAD COMPANY

Webster, Mass.

NAMES AND RESIDENCE ADDRESS OF PRINCIPAL OFFICERS.

H. N. Slater, President and Treasurer, Webster, Mass. Anne Bartlett, Vice-President, Webster, Mass. Chas. Garter, Cashier, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. N. Slater, Webster, Mass. Anne Bartlett, Webster, Mass. E. F. M. 182, Webster, Mass. Chas. Garter, Webster, Mass. Samuel Slater, Webster, D. C. E. F. Bartlett, North Oxford, Mass. S. E. Taft, N. Oxford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

H. N. SLATER,
A. BARTLETT,
CHAS. GERBER,

Directors.

H. N. SLATER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 20, 1896. Then personally appeared the above-named H. N. Slater, A. Bartlett and Chas. Gerber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. GEO. WINTER,

Justice of the Peace.

RETURN

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$446,000 00
Income from other sources: interest on bank balances,	\$1,417 25	
Reclamation claims:		
Received,	\$158 90	
Paid,	2 03	
	156 87	1,574 12
GROSS INCOME,		\$447,574 12
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$5,164 83	
Interest on funded debt,	90,000 00	
	95,164 83	
TOTAL EXPENSES AND CHARGES UPON INCOME,		95,164 83
NET DIVISIBLE INCOME,		\$352,409 29
Dividends declared (10 per cent),		350,000 00
Surplus for the year ending June 30, 1896,		\$2,409 29
Amount of surplus June 30, 1895,		211,065 61
		\$213,474 90
Deductions during the year: settlement of land damage claim on East Providence branch, estate of Owen Campbell,		300 00
TOTAL SURPLUS JUNE 30, 1896,		\$213,174 90
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$4,276,250 00
Cost of equipment,		828,887 40
TOTAL PERMANENT INVESTMENTS,		\$5,105,137 40
Cash,	\$27,289 58	
Due from solvent companies and individuals,	80,747 97	
	108,037 55	
TOTAL CASH AND CURRENT ASSETS,		108,037 55
TOTAL,		\$5,213,174 95

LIABILITIES.										Cr.
Capital stock,	.	.	.	.	.	.	.	.	.	\$3,500,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	1,500,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	218,174 90
TOTAL,	.	.	.	.	.	.	.	.	.	\$5,213,174 90

CAPITAL STOCK.			
Capital stock authorized by law, . . .	\$3,500,000	00	
Capital stock authorized by votes of company, . . .	3,500,000	00	
Capital stock issued and outstanding, . . .			\$3,500,000 00
Number of shares issued and outstanding, . . .	85,000		
Number of stockholders, . . .	890		
Number of stockholders in Massachusetts, . . .	467		
Amount of stock held in Massachusetts, . . .	\$1,799,100	00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	6	Oct. 1, 1897,	\$1,500,000 00	\$90,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	24
Number of crossings of company's railroad by highways above railroad,	6
Number of crossings of company's railroad by highways under railroad,	8
Number of highway crossings at grade protected by gates,	10
Number of highway crossings at grade protected by flagmen,	10
Number of highway crossings at grade protected by electric signals only,	4
Number of highway grade crossings for abolition of which petition is pending,	3
Number of highway bridges 18 feet (or more) above track,	2
Number of highway bridges less than 18 feet above track,	4
Height of lowest highway bridge above track,	14 ft., 10 in.

Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (1 in number), viz.:	
Boston & Albany Railroad west of union station, Worcester, Mass.	
Number of above crossings at which interlocking signals are established,	1
Number of crossings over other railroads,	1
Number of crossings under other railroads,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete,
Treasurer and Clerk of Corporation, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
Jonas G. Clark, Worcester, Mass. John W. Danielson, Providence, R. I.
G. Marston Whitin, Whitinsville, Mass. A. George Bullock, Worcester,
Mass. John Nicholas Brown, Newport, R. I.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

MOSES B. I. GODDARD,
G. MARSTON WHITIN,
A. G. BULLOCK,
JOHN NICHOLAS BROWN,
Directors.

WM. A. LEETE,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, Sept 10, 1896. Then personally appeared
the above-named Moses B. I. Goddard, William A. Leete, G. Marston Whitin,
A. G. Bullock and John Nicholas Brown, and severally made oath that the
foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me, WALTER F. ANGELL,
Notary Public.

RETURN

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
(MASSACHUSETTS DIVISION)

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$10,000 00
Expenses and charges upon income accrued during the year: other expenses and charges upon income: salary of attorney, etc. (four years),		100 00
NET DIVISIBLE INCOME,		\$9,900 00
Dividends declared, 10 per cent,		10,000 00
Deficit for year ending June 30, 1896,		\$100 00
Amount of surplus June 30, 1895,		14,939 68
TOTAL SURPLUS JUNE 30, 1896,		\$14,839 68
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$112,321 13
Cash,	\$18 50	
Due from solvent companies and individuals,	2,500 00	
TOTAL CASH AND CURRENT ASSETS,		2,518 50
TOTAL,		\$114,839 68
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Profit and Loss balance (surplus),		14,839 68
TOTAL,		\$114,839 68
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$2,000 00	

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	6
Number of highway crossings at grade unprotected,	6
Number of highway bridges 18 feet (or more) above track,	1
Number of highway bridges less than 18 feet above track,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
(MASSACHUSETTS DIVISION),
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James F. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass. Charles P. Clark, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
GEORGE W. WIGGIN,
JAMES F. RAY,
JOSEPH G. RAY, *Directors.*
JOSEPH G. RAY, *Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Aug. 5, 1896. Then personally appeared the above-named Edgar K. Ray, George W. Wiggin, James F. Ray and Joseph G. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

RETURN

OF THE

SOUTHBRIDGE, STURBRIDGE & BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Obtained a certificate of incorporation, but has not yet commenced the construction of its road.]

GENERAL BALANCE SHEET JUNE 30, 1896.										
ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$15,279 31
Cash,	.	.	.	.	.	.	.	.	.	14,865 69
TOTAL,	.	.	.	.	.	.	.	.	.	\$30,145 00
LIABILITIES.										CR.
Capital stock paid in,	.	.	.	.	.	.	.	.	.	\$30,145 00
TOTAL,	.	.	.	.	.	.	.	.	.	\$30,145 00
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$130,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	130,000 00
Amount paid in on shares not yet issued,	.	.	.	.	.	.	.	.	.	\$30,145 00
Number of stockholders,	.	.	.	.	.	.	.	.	.	125
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	125
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$30,145 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE, STURBRIDGE & BROOKFIELD RAILROAD CO.,
87 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic D. Fisk, *President*, 87 Milk Street, Boston, Mass. C. Curry, *Treasurer*, 87 Milk Street, Boston, Mass. William H. Clarke, *Clerk of Corporation*, Southbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George W. Wells, Southbridge, Mass. Calvin D. Paige, Southbridge, Mass. John M. Cochran, Southbridge, Mass. Joseph M. Olney, Southbridge, Mass. Joseph D. Blanchard, Southbridge, Mass. Francis L. Chapin, Southbridge, Mass. Jacob Booth, Southbridge, Mass. A. B. Chamberlain, Sturbridge, Mass. Frederic D. Fisk, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CALVIN D. PAIGE,
JACOB BOOTH,
FRANCIS L. CHAPIN,
J. M. OLNEY,
GEO. W. WELLS,

Directors.

C. CURRY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. JULY 30, 1896. Then personally appeared the above-named Calvin D. Paige, Jacob Booth, Francis L. Chapin, Joseph M. Olney and Geo. W. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. M. COCHRAN,
Justice of the Peace.

RETURN

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$27,172 00
Dividends received on stocks owned: 34 shares Stockbridge & Pittsfield Railroad Company,	204 00
GROSS INCOME,	\$27,376 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	884 83
NET DIVISIBLE INCOME,	\$26,991 17
Dividends declared, 6 per cent,	26,922 00
Surplus for year ending June 30, 1896,	\$69 17
Amount of surplus June 30, 1895,	9,633 88
TOTAL SURPLUS JUNE 30, 1896,	\$9,703 05
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	
Cost of road,	Dr. \$448,700 00
Stock of Stockbridge & Pittsfield Railroad Company,	2,550 00
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	7,518 05
TOTAL,	\$458,768 05
LIABILITIES.	
Capital stock,	Cr. \$448,700 00
Current liabilities: dividends not called for,	865 00
Profit and Loss balance (surplus),	9,703 05
TOTAL,	\$458,768 05

CAPITAL STOCK.		
Capital stock authorized by law,	\$550,000 00	
Capital stock authorized by votes of company,	448,700 00	
Capital stock issued and outstanding,		\$448,700 00
Number of shares issued and outstanding,	4,487	
Number of stockholders,	219	
Number of stockholders in Massachusetts,	157	
Amount of stock held in Massachusetts,	\$804,600 00	

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	21
Number of crossings of company's railroad by highways above railroad,	8
Number of crossings of company's railroad by highways under railroad,	7
Number of highway crossings at grade protected by gates,	1
Number of highway crossings at grade unprotected,	20

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
Stockbridge, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

D. R. Williams, *President*, Stockbridge, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

D. R. Williams, Stockbridge, Mass. Henry W. Taft, Pittsfield, Mass.
Ferdinand Hoffmann, Stockbridge, Mass. John B. Hull, Stockbridge, Mass.
Wm. C. Spaulding, West Stockbridge, Mass. Wm. J. Bartlett, Lee, Mass.
D. A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

D. R. WILLIAMS,
JOHN B. HULL,
WM. C. SPAULDING,
D. A. KIMBALL,

Directors.

D. A. KIMBALL,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. AUG. 5, 1896. Then personally appeared the above-named D. R. Williams, John B. Hull, Wm. C. Spaulding and D. A. Kimball, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL B. FENN,

Justice of the Peace.

RETURN

OF THE

STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$21,500 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,		280 86
NET DIVISIBLE INCOME,		\$21,219 14
Dividends declared, 7 per cent,		21,000 00
Surplus for year ending June 30, 1896,		\$219 14
Amount of deficit June 30, 1895,		352 71
TOTAL DEFICIT JUNE 30, 1896,		\$133 57
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$276,601 19
Lands in Massachusetts,		21,492 38
TOTAL PERMANENT INVESTMENTS,		\$298,093 57
Cash,		1,772 86
Profit and Loss balance (deficit),		133 57
TOTAL,		\$300,000 00
LIABILITIES.		CR.
Capital stock,		\$300,000 00
TOTAL,		\$300,000 00

CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$300,000 00	
Capital stock authorized by votes of company, . . .	300,000 00	
Capital stock issued and outstanding, . . .		\$300,000 00
Number of shares issued and outstanding, . . .	3,000	
Number of stockholders, . . .	241	
Number of stockholders in Massachusetts, . . .	221	
Amount of stock held in Massachusetts, . . .	\$281,400 00	

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>		
Number of crossings of company's railroad by highways at grade, . . .		15
Number of crossings of company's railroad by highways above railroad, . . .		2
Number of crossings of company's railroad by highways under railroad, . . .		2
Number of highway crossings at grade protected by gates, . . .		1
Number of highway crossings at grade protected by flagmen, . . .		6
Number of highway crossings at grade protected by electric signals only, . . .		1
Number of highway crossings at grade unprotected, . . .		7
Number of highway bridges 18 feet (or more) above track, . . .		1
Number of highway bridges less than 18 feet above track, . . .		1
Height of lowest highway bridge above track, . . .		14 ft., 7½ in.
Number of crossings over other railroads (1 in number), viz.: Nashua & Acton.		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,
LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Jacob Rogers, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George Motley, Lowell, Mass. Henry C. Howe, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. J. Henry Read, Westford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
WM. T. HART,
HENRY R. REED,
ARETAS BLOOD,
JOHN A. HALL,
A. W. SULLOWAY,
J. S. RICKER,
WALTER HUNNEWELL,
Directors of the Boston & Maine Railroad.
AMOS BLANCHARD,
Treasurer of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 10, 1896. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Wm. T. Hart, Henry R. Reed, Aretas Blood, John A. Hall, A. W. Sulloway, J. S. Ricker and Walter Hunnewell: also Amos Blanchard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, A. WETHERELL DRAPER,
Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$73,575 44
Operating expenses,	54,981 26
NET INCOME FROM OPERATION,	\$18,594 18
Dividends received on stock owned: Union Freight Railroad Company,	910 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$19,504 18
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,325 80
Taxes,	2,369 48
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,695 28
NET DIVISIBLE INCOME,	\$13,808 90
Dividends declared (7 per cent),	21,000 00
Deficit for year ending June 30, 1896,	\$7,191 10
Amount of surplus June 30, 1895,	53,222 86
TOTAL SURPLUS JUNE 30, 1896,	\$46,081 26

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight,	\$74,610 92		
Deductions:			
Overcharge to shippers,		\$1,495 89	
TOTAL EARNINGS, FREIGHT SERVICE,			\$73,115 03
Other earnings from operation:			
Car mileage — balance,			460 41
GROSS EARNINGS FROM OPERATION,			\$73,575 44

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers,		\$4,891 30
Salaries of clerks and attendants,		664 00
General office expenses and supplies,		20 30
Law expenses,		64 79
TOTAL,		\$5,640 39
Maintenance of way and structures :		
Repairs of roadway,		\$17,094 95
Renewals of rails,		2,454 60
Repairs and renewals of buildings and fixtures,		220 13
TOTAL,		\$19,769 68
Maintenance of equipment :		
Repairs and renewals of locomotives,		\$3,627 80
TOTAL,		\$3,627 80
Conducting transportation :		
Engine and roundhouse men,		\$6,643 35
Fuel for locomotives,		3,348 50
Water supply for locomotives,		90 65
Oil, tallow and waste for locomotives,		354 97
Train service,		11,517 00
Train supplies and expenses,		86 26
Switchmen, flagmen and watchmen,		1,186 35
Telegraph expenses,		187 70
Station service,		2,216 05
Station supplies,		194 16
Loss and damage,		34
Stationery and printing,		118 06
TOTAL,		\$25,943 39
Recapitulation :		
General expenses,		\$5,640 39
Maintenance of way and structures,		19,769 68
Maintenance of equipment,		3,627 80
Conducting transportation,		25,943 39
TOTAL OPERATING EXPENSES,		\$54,981 26
Percentage of operating expenses to earnings,		74.75
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$401,069 67
Cost of equipment,		14,000 00
Stock of Union Freight Railroad Company.		13,000 00
TOTAL PERMANENT INVESTMENTS,		\$428,069 67
Cash,	\$535 76	
Due from solvent companies and individuals,	115 83	
TOTAL CASH AND CURRENT ASSETS,		651 59
Materials and supplies,		7,985 32
TOTAL,		\$436,706 57

LIABILITIES.		Cr.
Capital stock,		\$300,000 00
Real estate mortgages,		88,500 00
Current liabilities : audited vouchers and accounts,		2,175 39
Profit and Loss balance (surplus),		46,031 26
TOTAL,		\$486,706 65

CAPITAL STOCK.	
Capital stock authorized by law,	\$500,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued and outstanding,	\$300,000 00
Number of shares issued and outstanding,	3,000
Number of stockholders,	3
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts,	\$300,000 00

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
	Per Cent.			
Real estate in Boston,	4	June 16, 1898,	\$88,500 00	\$3,540 00

VOLUME OF TRAFFIC, ETC.

Freight traffic :	
Number of tons of freight hauled earning revenue,	271,321
Number of tons of freight hauled one mile,	375,129
Number of tons of freight hauled one mile per mile of road operated,	154,374
Average length of haul per ton,	1.383 miles.
Average amount received for each ton of freight,	26.948 cents.
Average amount received per ton per mile hauled,	19.491 "
Freight earnings per mile of road operated,	\$30,088 49
Freight earnings per freight-train mile run,	3 21.215
Operating expenses :	
Operating expenses per mile of road operated,	22,626 03
Operating expenses per revenue-train mile run,	2 41.549
Train mileage :	
Miles run by freight trains,	22,762
Total mileage of trains earning revenue,	22,762
Fares and freights :	
Average rate of freight per ton mile on local way-bill,	19.5 cents.
Average rate of freight per ton mile on joint way-bill,	16.5 "
Employees :	
Average number of persons employed,	42

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.										Number Owned.	Maximum Weight.	Average Weight.
LOCOMOTIVES.											Tons. II	Tons. 3I
Freight,	.	.	.	.	.	.	.	.	.	4		
TOTAL,										4	-	-

MISCELLANEOUS.

Total length of railroad line operated by the company,	.	.	2.431 miles
Total length of railroad line operated in Massachusetts,	.	.	2.431 ..
Total length of railroad track (computed as single track) operated by the company,	.	.	4.648 ..
Total length of railroad track (computed as single track) operated in Massachusetts,	.	.	4.648 ..
Total length of track now laid with steel rails on same,	.	.	4.648 ..

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	2	-	2	-	2
Other persons,	-	-	-	-	-	-	-	-
TOTAL, .	-	-	-	2	-	2	-	2

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

January 14, 1896. — Clarence Brown, brakeman: left hand bruised while attempting to pull a pin between a freight car and the engine.

March 4. — James St. John, conductor: end of finger crushed while coupling cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James R. Kendrick, *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. A. H. Grovenor, *General Superintendent*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James R. Kendrick, Boston, Mass. Charles F. Choate, Southborough, Mass. Charles P. Clark, New Haven, Conn. George A. Gardner, Boston, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
J. R. KENDRICK,
N. THAYER,
JOSHUA M. SEARS,
Directors.
A. W. ADAMS,
Treasurer.
A. H. GROVENOR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 28, 1896. Then personally appeared the above-named Charles F. Choate, J. R. Kendrick, N. Thayer, A. W. Adams, Joshua M. Sears and A. H. Grovenor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALEXANDER TYLER,
Justice of the Peace.

RETURN

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Fitchburg.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$194,580 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,		3,000 00
NET DIVISIBLE INCOME,		\$191,580 00
Dividends declared, 6 per cent,		\$191,580 00
TOTAL SURPLUS JUNE 30, 1896,		\$172,509 97
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$3,288,328 01
Cost of equipment,		261,233 64
Turner's Falls Branch, Improvements by the Fitchburg Railroad Company since January 1, 1874,		145,300 62
Lands in Massachusetts,		2,262,128 09
		50,720 46
TOTAL PERMANENT INVESTMENTS,		\$6,007,710 82
Cash,	\$9,468 50	
Other cash assets: City Institution for Sav- ings in Lowell,	854 53	
TOTAL CASH AND CURRENT ASSETS,		9,823 03
TOTAL,		\$6,017,533 85
LIABILITIES.		CR.
Capital stock,		\$3,133,000 00
Funded debt,		1,000,000 00
Current liabilities: dividends not called for,	\$9,468 50	
Miscellaneous current liabilities: Fitchburg Railroad Company, on account of im- provements on Vermont & Massachu- setts Railroad Company,	1,642,553 39	
TOTAL CURRENT LIABILITIES,		1,652,021 89
Profit and Loss balance (surplus),		172,509 97
TOTAL,		\$6,017,533 85

CAPITAL STOCK.		
Capital stock authorized by law,	\$4,700,000 00	
Capital stock authorized by votes of company,	3,193,000 00	
Capital stock issued and outstanding,		\$3,193,000 00
Number of shares issued and outstanding,	31,930	
Number of stockholders,	1,278	
Number of stockholders in Massachusetts,	1,105	
Amount of stock held in Massachusetts,	\$2,969,000 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Twenty-year bond,	5	May 1, 1903,	\$1,000,000 00	\$50,000 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad by highways at grade,	22
Number of crossings of company's railroad by highways above railroad,	17
Number of crossings of company's railroad by highways under railroad,	18
Number of highway crossings at grade protected by gates,	4
Number of highway crossings at grade protected by flagmen,	4
Number of highway crossings at grade unprotected,	14
Number of highway grade crossings finally abolished during the year,	2
Number of highway grade crossings for abolition of which petition is pending,	2
Number of highway bridges 18 feet (or more) above track,	18
Number of highway bridges less than 18 feet above track,	4
Height of lowest highway bridge above track,	17 ft., 5 in.
Crossings with Other Railroads.	
Crossings of company's railroad with other railroads at grade (1 in number), viz. :	
Ware River Branch of the Boston & Albany Railroad at Baldwinville.	
Number of above crossings at which interlocking signals are established,	1
Number of crossings over other railroads,	2
Number of crossings under other railroads,	2
New London Northern Railroad and Connecticut River Railroad.	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Ware, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*, 53 Devonshire Street, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Boston, Mass. George F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

H. S. MARCY,
ROBERT CODMAN,
RODNEY WALLACE,
C. T. CROCKER,
GEO. HEYWOOD,
EDWARD C. THAYER,
DAVID P. KIMBALL,
JOSEPH B. RUSSELL,
E. D. CODMAN,

*Directors.**

DAN'L A. GLEASON,

*Treasurer.**

W. D. EWING,

*General Superintendent.**

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 18, 1896. Then personally appeared the above-named H. S. Marcy, Robert Codman, Rodney Wallace, C. T. Crocker, George Heywood, Edward C. Thayer, David P. Kimball, Joseph B. Russell, E. D. Codman, Dan'l A. Gleason and W. D. Ewing, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. TORREY,

Justice of the Peace.

* Of the Fitchburg Railroad Company.

RETURN

OF THE

WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of road,		\$52,500 00
Dividends declared, 7 per cent,		\$52,500 00
GENERAL BALANCE SHEET JUNE 30, 1896.		
ASSETS.		DR.
Cost of road,		\$1,115,163 82
TOTAL,		\$1,115,163 82
LIABILITIES.		CR.
Capital stock,		\$750,000 00
Current liabilities,		365,163 82
TOTAL,		\$1,115,163 82
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,000,000 00	
Capital stock authorized by votes of company,	1,000,000 00	
Capital stock issued and outstanding,		\$750,000 00
Number of shares issued and outstanding,	7,500	
Number of stockholders,	149	
Number of stockholders in Massachusetts,	142	
Amount of stock held in Massachusetts,	\$611,200 00	

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	51
Number of crossings of company's railroad by highways above railroad,	1

Number of crossings of company's railroad by highways under railroad,	5
Number of highway crossings at grade protected by gates,	1
Number of highway crossings at grade protected by flagmen,	2
Number of highway crossings at grade unprotected,	48
Number of highway bridges 18 feet (or more) above track,	1
Height of lowest highway bridge above track,	18 ft., 3 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade
(2 in number), viz. :

Vermont & Massachusetts, Baldwinsville. Cheshire, Win-
chendon.

Number of crossings under other railroads,	1
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CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*,
Hingham, Mass. E. W. Long, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. A. Rumrill, Springfield, Mass. E. B. Gillett, Westfield, Mass. C. E.
Stevens, Hingham, Mass. H. B. Chapin, Boston, Mass. Chas. S. Sargent,
Brookline, Mass. Chas. E. Stevens, Ware, Mass. F. H. Gillett, Springfield.
Mass.

We hereby certify that the statements contained in the foregoing return
are full, just and true.

J. A. RUMRILL,	
EDW. B. GILLETT,	
C. E. STEVENS,	
H. B. CHAPIN,	<i>Directors.</i>
C. E. STEVENS,	<i>Treasurer.</i>

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 31, 1896. Then personally appeared the above-named
J. A. Rumrill, Edw. B. Gillett, C. E. Stevens and H. B. Chapin, and severally
made oath that the foregoing certificate by them subscribed is, to the best of
their knowledge and belief, true.

Before me,

F. H. RATCLIFFE,
Justice of the Peace.

RETURN
OF THE
WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.										
Total income from lease of road,	.	.	.	.	.	.	.	.	.	\$1,800 00
Dividends declared (4½ per cent),	.	.	.	.	.	.	.	.	.	1,881 00
Deficit for year ending June 30, 1896,	.	.	.	.	.	.	.	.	.	\$81 00
Amount of surplus June 30, 1895,	.	.	.	.	.	.	.	.	.	535 41
TOTAL SURPLUS JUNE 30, 1896,	.	.	.	.	.	.	.	.	.	\$454 41
GENERAL BALANCE SHEET JUNE 30, 1896.										
ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$39,600 00
Cash,	.	.	.	.	.	.	.	.	.	\$4 41
Due from solvent companies and individuals,	.	.	.	.	.	.	.	.	.	450 00
TOTAL CASH AND CURRENT ASSETS,	.	.	.	.	.	.	.	.	.	454 41
TOTAL,	.	.	.	.	.	.	.	.	.	\$40,054 41
LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$39,600 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	454 41
TOTAL,	.	.	.	.	.	.	.	.	.	\$40,054 41
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$75,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	39,600 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$39,600 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	396
Number of stockholders,	.	.	.	.	.	.	.	.	.	6

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

CORPORATE NAME AND ADDRESS OF THE COMPANY.
WEST STOCKBRIDGE RAILROAD CORPORATION,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. H. M. Kochersperger, *Treasurer*, New Haven, Conn. Wm. E. Barnett, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles P. Clark, New Haven, Conn. John M. Hall, New Haven, Conn. C. S. Mellen, New Haven, Conn. C. H. Platt, New Haven, Conn. H. M. Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
C. S. MELLEN,
H. M. KOCHERSPERGER,
Directors.
H. M. KOCHERSPERGER,
Treasurer.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. AUG. 31, 1896. Then personally appeared the above-named John M. Hall, C. S. Mellen and H. M. Kochersperger, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,

Notary Public.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of road,	\$250,000 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization and contingent expenses,	\$2,539 14
Interest on funded debt,	71,210 00
Interest and discount on unfunded debts and loans,	8,991 95
TOTAL EXPENSES AND CHARGES UPON INCOME, . . .	82,741 09
NET DIVISIBLE INCOME,	\$167,258 91
Dividends declared (5 per cent on 30,644 shares), . . .	153,220 00
Surplus for year ending June 30, 1896,	\$14,038 91
Amount of deficit June 30, 1895,	467,966 58
TOTAL DEFICIT JUNE 30, 1896,	\$453,927 67
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	DR.
Cost of road,	\$4,138,584 99
Cost of equipment,	415,386 03
TOTAL PERMANENT INVESTMENTS,	\$4,553,921 02
Cash,	\$20,551 31
Worcester, Nashua & Rochester Railroad Com- pany stock (at par),	35,300 00
TOTAL CASH AND CURRENT ASSETS,	55,851 31
Profit and Loss balance (deficit),	453,927 67
TOTAL,	\$5,063,700 00

LIABILITIES.		CR.
Capital stock,		\$3,099,800 00
Funded debt,		1,776,000 00
Current liabilities:		
Loans and notes payable,	\$180,000 00	
Matured interest coupons unpaid (including coupons due July 1),	4,100 00	
TOTAL CURRENT LIABILITIES,		184,100 00
Accrued liabilities: interest accrued and not yet due,		3,800 00
TOTAL,		\$5,063,700 00

CAPITAL STOCK.	
Capital stock authorized by law,	\$3,600,000 00
Capital stock authorized by votes of company,	3,099,800 00
Capital stock issued and outstanding,	\$3,099,800 00
Number of shares issued and outstanding,	30,998
Number of stockholders,	802
Number of stockholders in Massachusetts,	562
Amount of stock held in Massachusetts,	\$1,275,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	4	Jan. 1, 1906,	\$150,000 00	\$5,000 00
First mortgage bonds,	4	Jan. 1, 1913,	511,000 00	19,500 00
First mortgage bonds,	4	Jan. 1, 1930,	735,000 00	26,650 00
First mortgage bonds,	4	Oct. 1, 1934,	380,000 00	15,100 00
TOTAL,			\$1,776,000 00	\$66,250 00

DESCRIPTION OF RAILROAD.

(See tabulated description in preceding appendix to report.)

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad by highways at grade,	47
Number of crossings of company's railroad by highways above railroad,	8
Number of crossings of company's railroad by highways under railroad,	8
Number of highway crossings at grade protected by gates,	14
Number of highway crossings at grade protected by flagmen,	3
Number of highway crossings at grade protected by electric signals only,	8
Number of highway crossings at grade unprotected,	22

Number of highway grade crossings finally abolished during the year,	1
Number of highway bridges 18 feet (or more) above track, .	5
Number of highway bridges less than 18 feet above track, .	3
Height of lowest highway bridge above track,	15 feet.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (5 in number), viz. :	
Worcester Division of the Fitchburg Railroad at Barber's Crossing in Worcester. The Central Massachusetts Railroad at Oakdale, Mass. The Old Colony Railroad at Clinton, Mass. The Fitchburg Railroad and the Peterboro & Shirley Railroad at Ayer, Mass.	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elijah B. Stoddard, *President and Auditor*, Worcester, Mass. J. L. Chamberlin, *Treasurer and Clerk of Corporation*, Worcester, Mass. Frank P. Goulding, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Sinclair, Portsmouth, N. H. Frank Jones, Portsmouth, N. H. George W. Armstrong, Brookline, Mass. Elijah B. Stoddard, Worcester, Mass. Charles Holman, Nashua, N. H. John A. Spalding, Nashua, N. H. Frank G. Clark, Peterboro, N. H. Frederick S. Moseley, Newburyport, Mass. Albert Wallace, Rochester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ELIJAH B. STODDARD,
CHARLES HOLMAN,
JOHN A. SPALDING,
CHAS. A. SINCLAIR,
FRANK JONES,
J. L. CHAMBERLIN,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 21, 1896. Then personally appeared the above-named Elijah B. Stoddard and J. L. Chamberlin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY P. MURRAY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 29, 1896. Then personally appeared the above-named Frank Jones and Chas. A. Sinclair, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD E. BLODGETT,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. NASHUA, Aug. 22, 1896. Then personally appeared the above-named Charles Holman and John A. Spalding, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, J. H. WILLOUGHBY,
Justice of the Peace.

The undersigned, Commissioner of the Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having examined the report of the officers of said company for the year ending June 30, 1896, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM.

WORCESTER, Sept. 4, 1896.

The undersigned, Commissioner of the Commonwealth of Massachusetts of the Worcester & Nashua Railroad, examined the accounts of said road for the year ending June 30, 1896, to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to that part lying in New Hampshire.

Cost of entire road (94.48 miles),	\$4,138,584 90
Cost of road in Massachusetts (39.46 miles),	1,991,582 70
Cost of road in New Hampshire (55.02 miles),	2,147,002 40
Cost of equipment of entire road,	415,336 00
Cost of equipment in Massachusetts,	277,000 00
Cost of equipment in New Hampshire,	138,336 00
Total income of entire road (leased),	250,000 00
Total income of road lying in Massachusetts,*	123,944 00
Total income of road lying in New Hampshire,*	126,056 00
Net income from entire road, after deducting interest payments, salaries and cost of maintenance of organization,	167,256 00
Expenses of the corporation,	2,500 00

The apportionment is hereby made according to the above figures.

JOHN J. PUTNAM,
Commissioner.

* As the road is not operated by the Worcester & Nashua Railroad, the division of income is computed from the data of the cost of the road and equipment, lying in Massachusetts and New Hampshire, respectively.

RETURN

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1896.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$27,153 21
Operating expenses,	21,608 06
NET INCOME FROM OPERATION,	\$5,545 15
Charges upon income accrued during the year:	
Interest on funded debt, \$1,100 00	
Taxes, 192 27	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	1,292 27
Surplus for year ending June 30, 1896,	\$4,252 88
Amount of surplus June 30, 1895,	79,250 49
TOTAL SURPLUS JUNE 30, 1896,	\$83,503 37
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers,	\$27,049 09
Other earnings from operation:	
From other sources: rails account,	104 12
GROSS EARNINGS FROM OPERATION,	\$27,153 21
EXPENSES OF OPERATION.	
General expenses:	
Insurance,	\$318 53
Stationery and printing (general offices),	56 02
TOTAL,	\$369 55
Maintenance of way and structures:	
Repairs of roadway,	\$1,868 04
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$2,328 60
Repairs and renewals of passenger cars,	387 58
TOTAL,	\$2,716 18

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	5	Jan. 1, 1905,	\$22,000 00	\$1,100 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic :				
Number of passengers carried paying revenue,				575,512
Number of passengers carried one mile,				1,438,780
Average length of journey per passenger,				2½ miles.
Average amount received from each passenger,				4.70+ cents.
Average amount received per passenger per mile carried,				1.88+ "
Passenger earnings per mile of road operated,				\$10,018 18
Passenger earnings per passenger-train mile run,				82.10+ cents.
Train mileage :				
Miles run by passenger trains,				84,240
Total train mileage,				84,240
Employees :				
Average number of persons employed,				14

DESCRIPTION OF RAILROAD.
(See tabulated description in preceding appendix to report.)

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.				Number Owned.	Equipped with Power Driving- wheel Brakes.	Average Weight.	
LOCOMOTIVES.						Tons.	
Passenger,				4	4	30	
ROLLING STOCK.				Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler.
CARS — PASSENGER SERVICE.							
Passenger cars,				11	11	-	Miller.
CARS — FREIGHT SERVICE.							
Flat cars,				2	-	-	-
Coal cars,				2	-	-	-
TOTAL,				4	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.		
Number of crossings of company's railroad by highways at grade,	.	4
Number of highway crossings at grade unprotected,	.	4
MISCELLANEOUS.		
Total length of railroad line operated by the company,	.	2.7 miles.
Total length of railroad line operated in Massachusetts,	.	2 7 "
Total length of railroad track (computed as single track) operated by the company,	.	2.7 "
Total length of railroad track (computed as single track) operated in Massachusetts,	.	2.7 "

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Other persons,	-	-	-	1	-	-	-	1
TOTALS, .	-	-	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

A Mr. Blanchard drove right in front of locomotive at Lake Avenue crossing. He was driving with two men, and there is every reason to believe from his statements, that he had been drugged. The other occupants disappeared when questioned by the police. The carriage was wrecked and Mr. Blanchard was marked upon the head, but not seriously injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,
WASHINGTON SQUARE, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Solomon K. Hindley, *Auditor*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation and General Superintendent*, Worcester, Mass. Eben F. Thompson, *General Counsel*, Worcester, Mass. Alfred H. Samson, *General Passenger Agent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. S. Turner, Worcester, Mass. Josiah H. Clarke, Worcester, Mass.
George A. Stevens, Worcester, Mass. Horace H. Bigelow, Worcester,
Mass. Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return
are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
C. S. TURNER,
JOSIAH H. CLARKE,
IRVING E. BIGELOW,

Directors.

HORACE H. BIGELOW,

Treasurer.

IRVING E. BIGELOW,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Oct. 5, 1896. Then personally appeared
the above-named Horace H. Bigelow, George A. Stevens, C. S. Turner,
Josiah H. Clarke and Irving E. Bigelow, and severally made oath that the
foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me,

JAS. M. DRENNAN,

Justice of the Peace.

PART V.

STREET RAILWAY
REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1896.

[AS CORRECTED BY THE BOARD.]

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$38,897 63
Operating expenses,	23,818 45
GROSS INCOME ABOVE OPERATING EXPENSES,	\$14,584 18
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	264 50
Taxes,	913 25
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,177 75
NET DIVISIBLE INCOME,	\$10,406 43
Dividends declared (4 per cent),	2,400 00
Surplus for the year ending September 30, 1896,	\$8,006 43
Amount of surplus September 30, 1895,	7,032 57
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$15,039 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$37,555 05
Receipts from advertising in cars,	278 00
Receipts from interest on deposits,	564 58
GROSS EARNINGS FROM OPERATION,	\$38,897 63
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,345 75
General office expenses and supplies,	293 83
Insurance,	1,147 24
Other general expenses: entertainments,	1,020 00
Maintenance of roadway and buildings:	
Repair of road-bed and track,	1,409 69
Repair of electric line construction,	156 92
Removal of snow and ice,	293 29
Repair of buildings,	102 07

Maintenance of equipment

Repair of cars and other vehicles.

Repair of electric equipment of cars

Transportation expenses

Cost of electric motive power.

Wages and compensation of persons employed in conducting transportation.

Furniture for repairs to persons and property.

Other transportation expenses of work trains when running.

Total Operating Expenses**PROPERTY ACCOUNTS.****Additions to railway**

Extension of railway and tracks and extra material bought for use.

New electric line construction bought for use.

Total Additions to Railway**Additions to equipment**

Acquisition of cars and other vehicles.

Furniture and other property.

Other additions to equipment.

(Other additions to equipment.)

Total Additions to Equipment

Addition to cars and other vehicles and new buildings necessary for operation of railway.

Addition to other determined property bought for use.

Total Additions to Property Accounts

Deduction from property accounts of property sold or otherwise disposed of and applied to property accounts.

Net Addition to Property Accounts for the Year**GENERAL BALANCE SHEET SEPTEMBER 30, 1911.****ASSETS.****DEBTS.****Cost of the year**

Operating expenses.

Interest and amortization of depreciation value of fixed property.

Salaries and wages of employees in operating the railway.

Total Cost of Railway Property**Cost of the year**

Cost of cars and other vehicles.

Furniture and other property.

Other additions to equipment.

Total Cost of Property Accounts

Cost of the year of cars and other vehicles and new buildings necessary for operation of the year.

Total Property Accounts

Cash and current assets :		
Cash,	\$1,815 60	
Bills and accounts receivable,	8,000 00	
TOTAL CASH AND CURRENT ASSETS,		\$9,815 60
Miscellaneous assets : other assets and property : tools, unexpired insurance, etc.,		750 00
TOTAL,		\$145,789 00
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Funded debt,		60,000 00
Current liabilities : loans and bills payable,		10,000 00
Accrued liabilities : interest accrued and not yet due,		750 00
Profit and Loss balance (surplus),		15,039 00
TOTAL,		\$145,789 00

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$59,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
First mortgage on all property now owned or hereafter acquired, . . .	Per Cent. 5	1915, . . .	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	813,689
Number carried per mile of main railway track operated,	118,268
Number of round trips run,	11,903
Number of car miles run,	163,797
Average number of persons employed,	22

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	5
TOTAL PASSENGER CARS OF ALL KINDS, . . .	10

Number of all above cars with 4 wheels,	10
Snow ploughs,	1
Other vehicles: tower wagon,	1
Electric motors,	22
Other items of equipment: extra generator, sand boxes, scrapers, head-lights, tools, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.880 miles.
Total length of main track,	6.880 "
Length of sidings, switches, etc., . . . . .	.440 "
Total length, computed as single track,	7.320 "

System of electric motive power in use by the company: Overhead trolley.
Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

February 7, 1896. — Man slightly injured in stepping off car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,
ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George D. Bates, *President*, Athol, Mass. William D. Lucy, *Treasurer and Clerk of Corporation*, Athol, Mass. Warren M. King, *Auditor*, Orange, Mass. Wilson D. Smith, *General Manager*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John W. Wheeler, Orange, Mass. Warren M. King, Orange, Mass. George D. Bates, Athol, Mass. Wilson D. Smith, Athol, Mass. Hollis M. Stone, Athol, Mass. Arthur F. Tyler, Athol, Mass. William D. Lucy, Athol, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE D. BATES,
W. D. SMITH,
WARREN M. KING,
HOLLIS M. SLATE,
ARTHUR F. TYLER,
WM. D. LUCY,
Directors.
WM. D. LUCY,
Treasurer.
W. D. SMITH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 19, 1896. Then personally appeared the above-named George D. Bates, W. D. Smith, Warren M. King, Hollis M. Slate, Arthur F. Tyler and Wm. D. Lucy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKE B. SWIFT,
Justice of the Peace.

REPORT

OF THE

BEVERLY & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,995 62
Operating expenses,	1,957 51
GROSS INCOME ABOVE OPERATING EXPENSES,	\$38 11
Charges upon income accrued during the year:	
Interest on funded debt,	\$645 83
Taxes,	44 52
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	690 35
DEFICIT FOR THE YEAR ENDING SEPTEMBER 30, 1896,	\$652 24
Amount of deficit September 30, 1895,	3,450 44
Deductions during the year: old bills and accounts,	378 13
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$4,480 81
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,990 62
Receipts from interest on deposits,	5 02
GROSS EARNINGS FROM OPERATION,	\$1,995 62
EXPENSES OF OPERATION.	
General expenses:	
Legal expenses,	\$455 50
Insurance,	15 50
Other general expenses: printing and stationery,	48 75
Maintenance of roadway and buildings:	
Repair of roadbed and track,	24 24
Repair of electric line construction,	30
Maintenance of equipment:	
Repair of cars and other vehicles,	24 90
Repair of electric equipment of cars,	11 60
Transportation expenses:	
Cost of electric motive power,	550 12
Wages and compensation of persons employed in conducting transportation,	642 40
Tolls for trackage rights over other railways,	150 55
Other transportation expenses: hire of cars,	33 50
TOTAL OPERATING EXPENSES,	\$1,957 51

PROPERTY ACCOUNTS.	
Additions to railway :	
Interest accrued during construction,	\$704 17
New electric line construction (length, 16,535 feet),	2,108 83
	<hr/>
TOTAL ADDITIONS TO RAILWAY,	\$2,813 00
Additions to equipment :	
Additional cars (2 in number) and electric equipment of same,	3,000 00
	<hr/>
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,813 00
<hr/>	
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$20,402 41
Electric line construction, including poles, wiring, feeder lines, etc ,	2,108 83
Interest accrued during construction of railway,	1,135 99
Salaries, engineering and other expenses incident to construction,	357 67
	<hr/>
TOTAL COST OF RAILWAY OWNED,	\$24,004 90
Cost of equipment :	
Cars and other rolling stock and vehicles and electric equipment of same,	3,000 00
Cost of land and buildings :	
Land necessary for operation of railway,	\$777 00
Other buildings necessary for operation of railway,	2,202 22
	<hr/>
TOTAL COST OF LAND AND BUILDINGS OWNED,	2,979 22
	<hr/>
TOTAL PERMANENT INVESTMENTS,	\$29,984 12
Cash and current assets :	
Cash,	908 65
Miscellaneous assets :	
Unexpired insurance premiums,	\$62 00
Reconstruction,	17,930 90
	<hr/>
TOTAL MISCELLANEOUS ASSETS,	17,992 90
Profit and Loss balance (deficit),	4,480 81
	<hr/>
TOTAL,	\$53,866 48
<hr/>	
LIABILITIES.	CR.
Capital stock,	\$12,000 00
Funded debt,	40,000 00
Current liabilities :	
Loans and bills payable,	\$664 68
Salaries and wages,	57 28
	<hr/>
TOTAL CURRENT LIABILITIES,	721 96
<hr/>	

Accrued liabilities:					
Interest accrued and not yet due,				\$600 00	
Taxes accrued and not yet due,				44 52	
TOTAL ACCRUED LIABILITIES,					\$644 52
TOTAL,					\$53,366 48
CAPITAL STOCK.					
Capital stock authorized by law,				\$25,000 00	
Capital stock authorized by votes of company,				25,000 00	
Capital stock issued and outstanding,					\$12,000 00
Number of shares issued and outstanding,				120	
Number of stockholders,				28	
Number of stockholders in Massachusetts,				21	
Amount of stock held in Massachusetts,				\$5,200 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Coupon notes,	6	Dec. 30, 1900,	\$40,000 00	\$750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	89,812
Number carried per mile of main railway track operated,	9,270
Number of round trips run,	1,610
Number of car miles run,	13,755
Average number of persons employed,	4
Company resumed operation June 20, 1896.	

EQUIPMENT OWNED AND LEASED.

Box passenger cars equipped for electric power,	1
Open passenger cars equipped for electric power,	1
TOTAL PASSENGER CARS OF ALL KINDS,	2
Number of all above cars with four wheels,	2
Electric motors,	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	8.027	1.268	4.295
Total length of main track owned, etc.,	8.027	1.268	4.295
Length of sidings, switches, etc, . . . . .	.138	-	.138
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	8.165	1.268	4.433

System of electric motive power in use by the company : General Electric. -
Names of the several cities and towns in which the railways operated by the
company are located : Beverly, Danvers.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz. :		
With Boston & Maine Railroad, Elliot Street, Beverly,	2	1
With Boston & Maine Railroad (Gloucester Branch), Elliot Street, Beverly,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.
BEVERLY & DANVERS STREET RAILWAY COMPANY,
833 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Elwin C. Foster, *President*, 833 Union Street, Lynn, Mass. E. Francis
Oliver, *Vice-President*, 333 Union Street, Lynn, Mass. Fred E. Smith, *Treas-
urer and Clerk of Corporation*, 333 Union Street, Lynn, Mass. Henry C.
Page, *Superintendent*, Salem, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
Elwin C. Foster, Lynn, Mass. E. Francis Oliver, Boston, Mass. Bentley
W. Warren, Boston, Mass. Gilbert A. Tapley, Danvers, Mass. John I.
Baker, Beverly, Mass. Fred E. Smith, Swampscott, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED E. SMITH,
E. FRANCIS OLIVER,
ELWIN C. FOSTER,
BENTLEY W. WARREN,

Directors.

FRED E. SMITH,

Treasurer.

HENRY C. PAGE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 3, 1896. Then personally appeared the above named Fred E. Smith, E. Francis Oliver, Elwin C. Foster and Henry C. Page and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief, true.

Before me,

EUGENE T. MCCARTHY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1896. Then personally appeared the above named Bentley W. Warren, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRVIN McDOWELL GARFIELD,

Justice of the Peace.

REPORT
OF THE
BLACKSTONE VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Railway not completed.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.			
ASSETS.		DR.	
Cost of railway,			\$95,984 02
Cost of equipment: cars and other rolling stock and vehicles,			8,300 00
Cost of land and buildings: land necessary for operation of railway,			862 20
TOTAL PERMANENT INVESTMENTS,			\$99,646 22
Cash and current assets: cash,			12 95
TOTAL,			\$99,659 17
LIABILITIES.		CR.	
Capital stock,			\$47,800 00
Current liabilities: loans and bills payable,	\$50,000 00		
Miscellaneous current liabilities: partial payments on stock,	1,260 00		
TOTAL CURRENT LIABILITIES,			51,260 00
Accrued liabilities:			
Taxes accrued, town,	\$75 85		
Taxes accrued, State,	523 32		
			599 17
TOTAL,			\$99,659 17
CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000 00		
Capital stock issued and outstanding,			\$47,800 00
Number of shares issued and outstanding,	478		
Number of stockholders,	55		
Number of stockholders in Massachusetts,	52		
RAILWAY OWNED.			
Length of railway line now constructed,			3.390 miles.
Total length of main track owned,			3.390 "
Length of sidings, switches, etc.,			.100 "
Total length, computed as single track,			3.490 "

System of electric motive power in use by the company: Overhead trolley.

Miles of new electric railway in process of construction September 1, 1896, six.

Names of the several cities and towns in which the railways operated by the company are located: Millbury, Sutton and Grafton.

GENERAL REMARKS AND EXPLANATIONS.

Total length of located line, 5.97 miles: partly constructed, still under contract. Work suspended thereon since June 24, 1896.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BLACKSTONE VALLEY STREET RAILWAY COMPANY,
MILLBURY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James H. Ferguson, *President*, Millbury, Mass. Herbert A. Ryan, *Treasurer*, Millbury, Mass. Lewis H. Clarke, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. F. Mellen, Fall River, Mass. Wm. S. Greene, Fall River, Mass. W. Peabody Reid, No. 111 Broadway, New York City, N. Y. Abram Manchester, Adamsville, R. I. Phineas W. Sprague, Boston, Mass. James H. Ferguson, Millbury, Mass. Charles Buck, Millbury, Mass. L. E. Chase, Sutton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. FERGUSON,
GEO. F. MELLEN,
WILLIAM S. GREENE,
CHAS. BUCK,
W. PEABODY REID,

Directors

HERBERT A. RYAN,

Treasurer

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 19, 1896. Then personally appeared the above-named J. H. Ferguson, George F. Mellen and William S. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PETER F. J. CARNEY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. MILLBURY, Nov. 30, 1896. Then personally appeared the above-named Herbert A. Ryan, Chas. Buck and W. Peabody Reid, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

IRA N. GODDARD,

Notary Public.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Lensed to the West End, and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.

Total income from lease of railway,	\$7,250 00
Dividends declared (6 per cent on capital stock),	\$7,250 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.	
Cost of railway,			\$121,000 00
TOTAL,			\$121,000 00
LIABILITIES.		Cr.	
Capital stock,			\$121,000 00
TOTAL,			\$121,000 00

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000 00	
Capital stock authorized by votes of company,	121,000 00	
Capital stock issued and outstanding,		\$121,000 00
Number of shares issued and outstanding,	2,420	
Number of stockholders,	105	
Number of stockholders in Massachusetts,	82	
Amount of stock held in Massachusetts,	\$95,950 00	

RAILWAY OWNED.

Length of railway line,	4.116 miles
Total length of main track owned,	4.116 "
Length of sidings, switches, etc., . . . . .	.038 "
Total length, computed as single track,	4.154 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
81 MILK STREET, ROOM 41, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. G. Wheildon, *President*, 53 State Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 81 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. G. Wheildon, Boston, Mass. R. E. Demmon, Boston, Mass. T. Quincy Browne, Concord, Mass. Chas. E. Fuller, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. G. WHEILDON,
T. QUINCY BROWNE,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1896. Then personally appeared the above-named Wm. G. Wheildon, T. Quincy Browne and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT
OF THE
BOSTON & REVERE ELECTRIC STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of railway,	\$1,500 00
Dividends declared (8 per cent on capital stock),	\$1,500 00
Amount of deficit September 30, 1895,	\$13,462 73
Additions during the year: old bills payable account assumed by lessee,	2,099 61
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$11,363 13
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$73,815 23
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	9,919 73
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	4,901 53
TOTAL PERMANENT INVESTMENTS,	\$88,636 49
Profit and Loss balance (deficit),	11,363 13
TOTAL,	\$100,000 00
LIABILITIES.	CR.
Capital stock,	\$50,000 00
Funded debt,	48,000 00
Current liabilities: Lynn & Boston R.R. Co., lessee (bonds retired),	2,000 00
TOTAL,	\$100,000 00

CAPITAL STOCK.			
Capital stock authorized by law,	.	.	\$50,000 00
Capital stock authorized by votes of company,	.	.	50,000 00
Capital stock issued and outstanding,	.	.	\$50,000 00
Number of shares issued and outstanding,	.	.	500
Number of stockholders,	.	.	8
Number of stockholders in Massachusetts,	.	.	7
Amount of stock held in Massachusetts,	.	.	\$38,500 00

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.*
	Per Cent.			
First mortgage bonds,	5	Feb. 1, 1910,	\$48,000 00	\$2,450 00

EQUIPMENT OWNED.			
Box passenger cars equipped for electric power,	.	.	1
Open passenger cars equipped for trail cars,	.	.	8
Open passenger cars equipped for electric power,	.	.	5
TOTAL PASSENGER CARS OF ALL KINDS,			14
Number of all above cars with 4 wheels,	.	.	14
Number of electric cars equipped with fenders,	.	.	6
Electric motors,	.	.	10

RAILWAY OWNED.	
Length of railway line,	2 050 miles.
Length of second track,	1.750 "
Total length of main track owned,	3.800 "
Length of sidings, switches, etc.,	.430 "
Total length, computed as single track,	4.230 "

System of electric motive power in use: Thomson-Houston, single trolley.
Names of the several cities and towns in which the railways owned by the company are located: Boston (East Boston) and Revere, Mass.

MISCELLANEOUS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston, Revere Beach & Lynn Railroad at Ocean Avenue, Revere,	2	1

* Paid by lessee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY.

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, President. Lynn, Mass. **E. Francis Oliver, Vice-President.** Boston, Mass. **Charles Williams, Treasurer and Clerk of Company.** 333 Union Street, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. **E. Francis Oliver,** Boston, Mass. **Charles Williams,** Wakefield, Mass. **Maurice Hoopes,** Lynn, Mass. **Fred E. Smith,** Swampscott, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
FRED E. SMITH,
CHARLES WILLIAMS,
E. FRANCIS OLIVER,

Directors.

CHARLES WILLIAMS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. LYNN, Oct. 21, 1896. Then personally appeared the above named Elwin C. Foster, Fred E. Smith, Charles Williams and E. Francis Oliver, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENTLEY W. WARREN.

Justice of the Peace.

REPORT
OF THE
BRAINTREE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$30,188 55
Operating expenses,	20,911 55
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,227 00
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,100 00
Interest and discount on unfunded debts and loans,	684 07
Taxes,	154 43
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,888 50
Surplus for year ending September 30, 1896,	\$6,338 50
Amount of deficit September 30, 1895,	14,848 69
Additions to surplus during the year: settlement of claim charged to operating expenses in 1895,	40 00
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$8,465 19
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$29,780 60
Receipts from tolls for use of tracks by other companies,	127 95
Receipts from rentals of buildings and other property,	80 00
Receipts from advertising in cars,	150 00
GROSS EARNINGS FROM OPERATION,	\$30,188 55
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$409 90
General office expenses and supplies,	495 32
Legal expenses,	191 80
Insurance,	437 50
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,351 30
Repair of electric line construction,	62 40
Removal of snow and ice,	112 10
Maintenance of equipment: repair of cars and other vehicles,	2,321 29

Transportation expenses :	
Provender,	\$21.00
Cost of electric motive power,	1,011.00
Wages and compensation of persons employed in conducting transportation,	1,282.00
Damages for injuries to persons and property,	1,000.00
Tolls for trackage rights over other railways,	1,000.00
Rentals of buildings and other property,	1,000.00
Other transportation expenses,	1,000.00
TOTAL OPERATING EXPENSES,	\$5,315.00

PROPERTY ACCOUNTS.	
Additions to railway :	
Extension of railway and track (length, 10,702 feet),	\$30,705 25
New electric line construction (length, 10,702 feet),	3,210 00
TOTAL ADDITIONS TO RAILWAY,	\$33,915 25
Additions to equipment :	
Additional cars (2 in number),	\$1,493 50
Electric equipment of same,	425 00
Other additional equipment,	35 00
TOTAL ADDITIONS TO EQUIPMENT,	1,953 50
Additions to land and buildings :	
Additional land necessary for operation of railway,	\$3,337 25
Additional equipment of power stations,	150 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	\$3,487 25
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$39,355 00
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts :	
Settlement of debt, \$100; debt, \$225; settlement of bills payable, \$25.94; rails sold, \$800,	\$950 94
Settlement of claim,	100 00
Snow plow sold, \$650; box car, \$2,000,	2,650 00
Settlement of Street claim,	500 00
General sale,	2,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	\$3,150 94
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$36,204 06

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.	
ASSETS	
COST OF RAILWAY :	
Land and tracks,	\$55,112 50
Electric line construction, including poles, wiring, feeder lines, etc.,	14,573 40
Lighting system during construction of railway,	620 45
Salaries, engineering and other expenses incident to construction,	1,283 42
TOTAL COST OF RAILWAY OWNER,	\$71,589 77

Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$8,077 69	
Electric equipment of same,	7,829 18	
Horses,	175 00	
Other items of equipment,	408 97	
TOTAL COST OF EQUIPMENT OWNED,		\$15,990 79
Cost of land and buildings:		
Land necessary for operation of railway, .	\$3,557 25	
Electric power stations, including equipment,	2,089 43	
TOTAL COST OF LAND AND BUILDINGS OWNED,		5,646 68
TOTAL PERMANENT INVESTMENTS,		\$100,001 82
Cash and current assets:		
Cash,	\$4,032 34	
Bills and accounts receivable,	895 28	
Other cash and current assets (supplies), .	502 61	
TOTAL CASH AND CURRENT ASSETS,		5,430 18
Profit and Loss balance (deficit),		8,465 19
TOTAL,		\$113,896 69
LIABILITIES.		Cr.
Capital stock,		\$35,000 00
Funded debt,		35,000 00
Current liabilities: loans and bills payable,		43,517 52
Accrued liabilities: interest accrued and not yet due,		879 17
TOTAL,		\$113,896 69
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	35,000 00	
Capital stock issued and outstanding,		\$35,000 00
Number of shares issued and outstanding,	350	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$35,000	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds, 20 years,	6	July 25, 1914,	\$35,000 00	\$2,100 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	631,902
Number carried per mile of main railway track operated,	76,409
Number of round trips run,	14,966
Number of car miles run,	196,620
Average number of persons employed,	15

EXPENSES.

For material and labor for street power
and material and labor for street
power.

Total expense for street power.

For material and labor for street power
and material and labor for street power
and material and labor for street power
and material and labor for street power
and material and labor for street power

RAILWAY POWER AND MATERIAL FOR STREET POWER.

RAILWAY POWER AND MATERIAL FOR STREET POWER.	Total.	Expenses for Street Power.	
		Material.	Labor.
For material and labor for street power.	1.00	1.00	1.00
For material and labor for street power.	1.00	1.00	1.00
For material and labor for street power.	1.00	1.00	1.00
Total expense for street power.	3.00	3.00	3.00

For material and labor for street power and for the company. For material and labor for street power and for the company. For material and labor for street power and for the company.

ACCIDENTS TO PERSONS.

Accidents to Persons.	From Street Power.		From Street Power.		Total.
	Killed.	Injured.	Killed.	Injured.	
Passengers.	-	2	-	4	-
Employees.	-	-	-	-	-
Other persons.	-	-	-	-	-
Total.	-	2	-	4	-

STATEMENT OF EACH ACCIDENT.

May 26. — Car jumped track: two ladies slightly injured.
July 17. — Collision of cars: woman injured.
July 29. — Man left car before it stopped, and fell.
August 30. — Woman left car before it stopped, and fell.
September 12. — Man left car before it stopped, and fell.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John F. Merrill, Quincy, Mass. John R. Graham, Quincy, Mass. Josiah Quincy, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. Clarence Burgin, Quincy, Mass. Brainard T. Dyer, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
JOHN F. MERRILL,
T. H. McDONNELL,
JOSIAH QUINCY,
CLARENCE BURGIN,
BRAINARD T. DYER,
Directors.
FRED'K H. SMITH,
Treasurer.
BENJ. J. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Oct. 31, 1896. Then personally appeared the above-named John R. Graham, John F. Merrill, T. H. McDonnell, Clarence Burgin, Brainard T. Dyer and Benj. J. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1896. Then personally appeared the above-named Fred H. Smith, and made oath that the foregoing certificate by him subscribed is, to his best belief and knowledge, true.

Before me,

F. A. DEWSON,
Justice of the Peace.

REPORT

OF THE

BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$44,314 11
Operating expenses,	40,294 11
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,020 00
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$2,838 45
Taxes,	1,740 52
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,578 97
DEFICIT,	\$558 47
Dividends declared (2½ per cent),	3,362 00
Deficit for year ending September 30, 1896,	\$3,921 47
Amount of surplus September 30, 1895,	5,425 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,503 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$44,225 00
Receipts from rentals of buildings and other property,	18 00
Receipts from advertising in cars,	75 00
GROSS EARNINGS FROM OPERATION,	\$44,314 11
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,237 00
General office expenses and supplies,	618 00
Legal expenses,	15 00
Insurance,	1,425 00
Other general expenses,	1,335 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	47 00
Repair of electric line construction,	38 00
Removal of snow and ice,	45 00
Maintenance of equipment:	
Repair of cars and other vehicles,	1,689 00
Repair of electric equipment of cars,	63 00

Transportation expenses :

Cost of electric motive power,	\$12,326 48
Wages and compensation of persons employed in conducting transportation,	15,809 46
Damages for injuries to persons and property,	298 12
Tolls for trackage rights over other railways,	1,656 90
Rentals of buildings and other property,	162 00
Other transportation expenses,	676 69
TOTAL OPERATING EXPENSES,	\$40,294 10

PROPERTY ACCOUNTS.

Additions to railway :

Extension of railway and tracks (length, 681 feet),	\$4,493 78	
New electric line construction,	2,450 11	
TOTAL ADDITIONS TO RAILWAY,		\$6,943 89

Additions to equipment :

Additional cars (8 in number),	\$7,186 00	
Electric equipment of same,	4,736 08	
Other additional rolling stock (2 snow ploughs),	1,600 00	
Additional horses (1 in number),	100 00	
Other additional equipment,	1,855 04	
TOTAL ADDITIONS TO EQUIPMENT,		15,477 12

Additions to land and buildings :

Additional land necessary for operation of railway,	\$2,236 00	
New electric power stations, including machinery, etc.,	36,964 16	
Other new buildings necessary for operation of railway,	2,547 30	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		41,747 46

Additions to other permanent property :

Scraper, tools, etc., furniture, meter,	\$816 85	
Telephone line,	743 48	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		1,560 33
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$65,728 80

Deductions from property accounts : property sold or reduced in valuation and credited to property accounts :

Two open cars,	\$1,800 00	
One generator,	1,800 00	
One condenser,	500 00	
Error in amount charged to cost of cars, 1895 report,	4,200 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		7,800 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$57,928 80

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$120,185 85	
Electric line construction, including poles, wiring, feeder lines, etc.,	5,818 66	
Salaries, engineering and other expenses in- cident to construction,	5,352 84	
TOTAL COST OF RAILWAY OWNED,		\$131,357 .
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$23,445 89	
Electric equipment of same,	13,147 44	
Horses,	100 00	
Other items of equipment,	1,532 83	
TOTAL COST OF EQUIPMENT OWNED,		\$38,226 .
Cost of land and buildings :		
Land necessary for operation of railway,	\$5,851 99	
Electric power stations, including equipment,	42,504 54	
Other buildings necessary for operation of railway,	12,625 57	
TOTAL COST OF LAND AND BUILDINGS OWNED,		60,982 .
TOTAL PERMANENT INVESTMENTS,		\$230,565 .
Cash and current assets :		
Cash,	\$3,160 99	
Bills and accounts receivable,	3,587 84	
TOTAL CASH AND CURRENT ASSETS,		6,748 .
Miscellaneous assets : materials and supplies,		689 .
TOTAL,		\$238,004 .
LIABILITIES.		CR.
Capital stock,		
		\$160,000
Current liabilities :		
Loans and bills payable,	\$56,372 08	
Salaries and wages,	1,087 88	
Miscellaneous current liabilities : open ac- count,	16,881 72	
TOTAL CURRENT LIABILITIES,		73,341 .
Accrued liabilities :		
Interest accrued and not yet due,	\$502 90	
Taxes accrued and not yet due,	1,729 60	
Miscellaneous accrued liabilities,	422 90	
TOTAL ACCRUED LIABILITIES,		2,655 .
Profit and Loss balance (surplus),		1,587 .
TOTAL,		\$238,004 .

CAPITAL STOCK.		
Capital stock authorized by law,	\$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		\$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	176	
Number of stockholders in Massachusetts,	173	
Amount of stock held in Massachusetts,	\$149,000 00	

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year,		912,930
Number carried per mile of main railway track operated,		79,385
Number of round trips run,		27,465
Number of car miles run,		329,374
Average number of persons employed,		38

EQUIPMENT OWNED.		
Box passenger cars equipped for electric power,	8	
Open passenger cars equipped for electric power,	12	
TOTAL PASSENGER CARS OF ALL KINDS,		20
Number of all above cars with 4 wheels,		20
Number of electric cars equipped with fenders,		20
Construction, repair and other work cars,		3
Snow ploughs,		2
Other vehicles: scraper, tower wagon.		
Electric motors,		26
Horses,		1
Harnesses, single,		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).		
Length of railway line,		11.500
Total length of main track owned,		11.500
Length of sidings, switches, etc., . . . . .		.620
Total length, computed as single track,		12.120

System of electric motive power in use by the company: Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Weymouth and Braintree.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.: With New York, New Haven & Hartford Railroad Company, East Braintree,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	1	3	1	5
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTAL,	-	2	1	3	1	5

STATEMENT OF EACH ACCIDENT.

Chas. S. Stowell stepped off car while it was in motion and fell, receiving injuries from which he died.

Mr. Casey sprained his back, caused by one car running into another.

Mr. Briggs sprained his back, caused by car running into another car.

Ethel Turner became frightened and attempted to leave car, and hit her head.

P. Casey was standing over feed wire, and when it was pulled up he was thrown over.

Geo. Ness was lying beside the track with one arm across track when car struck it and broke it; he was intoxicated.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY,
WEYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. John Kelley, *Vice-President*, Weymouth, Mass. O. E. Chapman, *Treasurer*, Sharon, Mass. D. A. Brooks, *Clerk of Corporation and Superintendent*, South Braintree, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. John Kelley, East Braintree, Mass. Joel F. Sheppard, East Braintree, Mass. E. B. Nevin, South Weymouth, Mass. J. G. Worster, Weymouth, Mass. E. W. Hunt, Weymouth, Mass. W. O. Chapman, Canton, Mass. D. T. V. Huntoon, Boston, Mass. C. H. Blood, Fitchburg, Mass. D. A. Brooks, South Braintree, Mass. O. E. Chapman, Sharon, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN KELLEY,
JOEL F. SHEPPARD,
EDWARD B. NEVIN,
EDWARD W. HUNT,
W. O. CHAPMAN,
O. E. CHAPMAN,

Directors.

O. E. CHAPMAN,

Treasurer.

DOUGLAS A. BROOKS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. Nov. 18, 1896. Then personally appeared the above-named John Kelley, Joel F. Sheppard, Edward B. Nevin, Edward W. Hunt, W. O. Chapman, O. E. Chapman and Douglas A. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. T. CRANE,

Justice of the Peace.

REPORT

OF THE

BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$306,865 27
Operating expenses,	190,513 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$116,352 09
Charges upon income accrued during the year:	
Interest on funded debt,	\$37,032 50
Interest and discount on unfunded debts and loans,	2,277 08
Taxes,	9,637 27
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	48,946 85
NET DIVISIBLE INCOME,	\$67,405 24
Dividends declared (6 per cent),	85,760 00
Surplus for year ending September 30, 1896,	\$31,645 24
Amount of surplus September 30, 1895,	17,726 25
	\$49,371 49
Deductions during the year:	
Prior accounts,	\$5,330 56
Reduction in valuation of plant,	19,290 00
TOTAL DEDUCTIONS,	24,620 56
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$24,750 93
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$299,304 40
Receipts from tolls for use of tracks by other companies,	2,731 20
Receipts from rentals of buildings and other property,	641 12
Receipts from advertising in cars,	1,000 00
Receipts from interest on deposits,	227 88
Other earnings from operation:	
Sale of old material, etc.,	1,218 37
Income from Highland Park,	1,742 30
GROSS EARNINGS FROM OPERATION,	\$306,865 27

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$5,999 98
General office expenses and supplies,		2,752 45
Legal expenses,		746 70
Insurance,		7,802 60
Other general expenses :		
Park,		12,945 43
Sundries,		2,596 99
Maintenance of roadway and buildings :		
Repair of roadbed and track,		18,882 60
Repair of electric line construction,		3,388 03
Removal of snow and ice,		1,705 76
Repair of buildings,		158 12
Maintenance of equipment :		
Repair of cars and other vehicles,		6,669 41
Repair of electric equipment of cars,		7,868 44
Other repairs,		1,702 42
Transportation expenses :		
Cost of electric motive power,		80,946 47
Wages and compensation of persons employed in conducting transportation,		75,147 50
Damage for injuries to persons and property,		495 55
Tolls for trackage rights over other railways,		694 11
Other transportation expenses :		
Miscellaneous car house expenses,		9,210 98
Care of horses and vehicles,		854 64
TOTAL OPERATING EXPENSES,		\$190,513 18

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of railway and tracks (length, 7,393 feet),*	\$19,170 84	
New electric line construction (length, 2,324 feet),	1,602 60	
	<hr/>	
TOTAL ADDITIONS TO RAILWAY,		\$20,773 44
Additions to equipment:		
Additional cars (11 in number),	\$14,519 36	
Electric equipment of same,	7,671 77	
Other additional rolling stock and vehicles,	209 68	
Additional horses,	150 00	
Other additional equipment,	2,201 85	
	<hr/>	
TOTAL ADDITIONS TO EQUIPMENT,		24,752 66
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$415 17	
Additional equipment of power stations,	237 28	
Other new buildings necessary for operation of railway,	5,187 29	
	<hr/>	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		5,839 74

* 8,850 feet rebuilt in town of Whitman on account of State building highway; 1,219 feet rebuilt in city of Brockton on account of abolishing grade crossings; 2,824 feet new construction in city of Brockton.

Other permanent property:		
North Easton extension (unfinished, 17,228 feet),	\$34,930 72	
Power house extension (unfinished),	3,578 76	
Improvements at Highland Park,	1,831 62	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		\$40,341 10
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$91,706 94
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:		
Electric equipment sold,	\$131 41	
Real estate sold,	500 00	
Track materials sold,	414 79	
Line materials sold,	39 28	
Miscellaneous articles of equipment sold,	56 38	
	\$1,141 86	
Reduced in valuation:		
Roadbed,	\$9,939 61	
Overhead lines,	958 75	
Electric equipment,	8,391 64	
	19,290 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		20,431 86
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$71,275 08
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$563,216 93	
Electric line construction, including poles, wiring, feeder lines, etc.,	72,941 80	
Interest accrued during construction of railway,	85,229 18	
Salaries, engineering and other expenses incident to construction,	32,874 89	
TOTAL COST OF RAILWAY OWNED,		\$754,262 80
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$180,326 84	
Electric equipment of same,	154,906 53	
Other items of equipment,	22,817 49	
TOTAL COST OF EQUIPMENT OWNED,		308,050 86
Cost of land and buildings:		
Land necessary for operation of railway,	\$19,408 07	
Electric power stations, including equipment,	153,444 13	
Other buildings necessary for operation of railway,	62,899 75	
TOTAL COST OF LAND AND BUILDINGS OWNED,		235,751 95
Other permanent property:		
Highland Park,	\$59,530 70	
North Easton extension (unfinished),	84,980 72	
Power house extension (unfinished),	3,578 76	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		98,040 18
TOTAL PERMANENT INVESTMENTS,		\$1,396,105 79

Cash and current assets :					
Cash,	.	.	.	.	\$68,291 81
Bills and accounts receivable,	.	.	.	.	7,602 10
Other cash and current assets : advance in-					
surance premiums,	.	.	.	.	8,948 09
TOTAL CASH AND CURRENT ASSETS,					\$79,842 00
Miscellaneous assets : materials and supplles, .					\$11,968 76
Other assets and property : suspense accounts,					850 00
TOTAL MISCELLANEOUS ASSETS,					12,318 76
TOTAL,					\$1,488,261 55
LIABILITIES.					CR.
Capital stock,	.	.	.	.	\$596,000 00
Funded debt,	.	.	.	.	750,000 00
Real estate mortgages,	.	.	.	.	9,700 00
Current liabilities :					
Loans and bills payable,	.	.	.	.	\$67,833 28
Salaries and wages,	.	.	.	.	8,107 62
Dividends not called for (payable October 1),					8,940 00
Matured interest coupons unpaid (including					
coupons due October 1),	.	.	.	.	18,067 50
TOTAL CURRENT LIABILITIES,					97,948 85
Accrued liabilities :					
Interest accrued and not yet due,	.	.	.	.	\$225 00
Taxes accrued and not yet due,	.	.	.	.	9,637 27
TOTAL ACCRUED LIABILITIES,					9,862 27
Profit and Loss balance (surplus),					24,750 93
TOTAL,					\$1,488,261 55
CAPITAL STOCK.					
Capital stock authorized by law,	.	.	.	.	\$750,000 00
Capital stock authorized by votes of company,					596,000 00
Capital stock issued and outstanding,	.	.	.	.	\$596,000 00
Number of shares issued and outstanding,	.	.	.	.	5,960
Number of stockholders,	.	.	.	.	136
Number of stockholders in Massachusetts,	.	.	.	.	128
Amount of stock held in Massachusetts,	.	.	.	.	\$588,800 00

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
	Per Cent.			
Real estate in Randolph,	6	Demand,	\$2,000 00	\$120 00
Real estate in Avon,	6	Demand,	2,700 00	162 00
Real estate in Avon,	6	Demand,	5,000 00	300 00
TOTALS,	.	.	\$9,700 00	\$582 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Brockton Street Railway Company first mortgage bonds,	5	Oct. 1, 1924,	\$629,000 00	\$31,425 2
Brockton Street Railway Company debenture bonds,	4½	April 1, 1905,	21,000 00	945 2
Brockton Street Railway Company debenture bonds,	4½	April 1, 1906,	32,000 00	1,440 2
Brockton Street Railway Company debenture bonds,	4½	April 1, 1910,	40,000 00	1,800 2
Brockton Street Railway Company debenture bonds,	5	Jan. 1, 1912,	18,000 00	900 2
Whitman Street Railway Company debenture bonds,	5	April 1, 1912,	10,000 00	500 2
			<u>\$750,000 00</u>	<u>\$37,012 2</u>
Bonds retired during the year in exchange for first mortgage bonds:				
Brockton Street Railway Company debenture bonds,	4½	April 1, 1906,	5,000 00	225 2
TOTALS,				<u>\$37,032 50</u>

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	6,227,923
Number carried per mile of main railway track operated,	151.564
Number of round trips run,	150,940
Number of car miles run,	1,291,633
Average number of persons employed,	175

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	3
Box passenger cars equipped for electric power,	45
Total,	<u>48</u>
Open passenger cars equipped for horse power,	8
Open passenger cars equipped for electric power,	56
Total,	<u>64</u>
TOTAL PASSENGER CARS OF ALL KINDS,	112
Number of all above cars with 4 wheels,	107
Number of all above cars with 8 wheels,	5
Number of electric cars equipped with fenders,	101
Construction, repair and other work cars,	7
Snow ploughs,	10
Other rolling stock:	
Snow levellers,	5
Horse ploughs,	3
Carts and snow sleds,	3
Other vehicles:	
Express wagons,	2
Driving wagons,	2
Electric motors,	135
Horses,	5

Harnesses (double, 1; single, 4),	5
Other items of equipment:	
Line construction wagon,	1
Milburn line hurry-up wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	34 888 miles.
Length of second track,	6.208 "
Total length of main track owned,	41 091 "
Length of sidings, switches, etc.,	1 888 "
Total length, computed as single track,	42.979 "

System of electric motive power in use by the company: Single trolley; General Electric equipment.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Whitman, Stoughton, Holbrook, Avon, Randolph and Easton.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad Company, South Avenue, Whitman,	4	1
With New York, New Haven & Hartford Railroad Company, Park Street, Stoughton,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	8	-	23	-	31
Employees,	-	1	-	2	-	3
Other persons,	-	-	-	-	-	-
TOTALS,	-	9	-	25	-	34

STATEMENT OF EACH ACCIDENT.

October 11, 1895. — Man thrown from team by colliding with car; slight injuries.

October 26. — Woman fell while leaving car; slight injuries.

October 29. — Car was reversed to avoid striking team; passenger received sprained back.

November 5. — Man fell from moving car; slight injuries.

November 29. — Conductor thrown to floor of car by reason of car leaving track; shoulder bruised.

December 6. — Car struck team; driver was thrown out, injured shoulder.

February 21, 1896. — Man fell from moving car; slight injuries.

February 26. — Conductor sprained hand by getting it caught in hand rail when stepping from car.

April 14. — Man struck on head by brake handle swinging around; slight injuries.

April 16. — Six-year-old child ran into side of moving car; slight injuries.

April 20. — Man fell leaving moving car; slight injuries.

May 16. — Man fell leaving moving car; slight injuries.

May 16. — Man fell leaving moving car; slight injuries.

May 17. — Woman fell leaving moving car; slight injuries.

May 17. — Conductor's fare register fell from position and struck man on arm and leg; leg bruised.

May 22. — Lady on bicycle fell against moving car; slight injuries.

June 5. — Lady thrown against seat by reason of car starting suddenly; slight injuries.

June 23. — Man fell from moving car; head cut.

June 27. — Man injured by cars colliding; slight injuries.

June 29. — Man and woman injured by cars colliding; slight injuries.

July 9. — Man on bicycle struck running board of car and was thrown to the ground; slight injuries.

July 10. — Woman fell leaving moving car; slight injuries.

July 16. — Woman fell leaving moving car; slight injuries.

July 18. — Conductor struck on shoulder by pole standing near track while he was on running board of car; slight injuries.

July 26. — Woman fell leaving moving car; slight injuries.

July 29. — Man standing on running board was struck by passing car; slight injuries.

August 7. — Man injured about knee by reason of car leaving track.

August 14. — Boy fell leaving moving car; slight injuries.

August 18. — Man fell leaving moving car; slight injuries.

August 23. — Man fell boarding moving car; slight injuries.

September 2. — Man was leaning out side of car and was struck by a passing car; slight injuries.

September 12. — Man fell from car while walking along running board; slight injuries.

September 29. — Man on bicycle fell against moving car; slight injuries.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS., AND 104 AMES BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. H. Campbell, *President*, Lawrence, Mass. Charles A. Stone, *Treasurer*, Boston, Mass. H. E. Reynolds, *Assistant Treasurer*, Brockton, Mass. G. E. Tripp, *Auditor*, Lawrence, Mass. Alfred A. Glasier, *Clerk of Corporation*, Boston, Mass. W. F. Pope, *Assistant Clerk of Corporation*, Boston, Mass. Warren A. Reed, *General Counsel*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. H. Campbell, Lawrence, Mass. Alfred A. Glasier, Boston, Mass. Fred B. Howard, Brockton, Mass. John P. Morse, Brockton, Mass. Chas. F. Porter, Brockton, Mass. W. F. Pope, Boston, Mass. Warren A. Reed, Brockton, Mass. Horace B. Rogers, Brockton, Mass. Edwin S. Webster, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

G. H. CAMPBELL,
FRED B. HOWARD,
CHARLES F. PORTER,
HORACE B. ROGERS,
JOHN P. MORSE,
EDWIN S. WEBSTER,
ALFRED A. GLASIER,
W. F. POPE,

Directors.

CHARLES A. STONE,

Treasurer.

HORACE B. ROGERS,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. OCT. 27, 1896. Then personally appeared the above-named G. H. Campbell, Fred B. Howard, Charles F. Porter, Horace B. Rogers, John P. Morse, Edwin S. Webster, Alfred A. Glasier and W. F. Pope, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WARREN A. REED,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1896. Then personally appeared the above-named Charles A. Stone, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

G. H. CAMPBELL,

Justice of the Peace.

REPORT

OF THE

BROCKTON, BRIDGEWATER & TAUNTON STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1904.

[Presented a certificate of incorporation, but has not commenced the construction of the line.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1904.

ASSETS.		CR.
Cash and current assets	cash.	\$25,150.00
TOTAL		\$25,150.00
LIABILITIES.		CR.
Capital stock (10 per cent paid in)		\$20,000.00
Amount paid in on 2,000 shares on 40 per cent assessment.		4,385.00
TOTAL		\$24,385.00

CAPITAL STOCK.

Capital stock authorized by law.	\$200,000.00	
Capital stock authorized by votes of company.	20,000.00	
Amount paid in on 2,000 shares not yet issued.		\$4,385.00
Number of stockholders.		40
Number of stockholders in Massachusetts.		40
Amount of stock held in Massachusetts.	\$24,385.00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY CO.
P. O. Box 615, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

WILLIAM L. Douglas, President, Brockton, Mass. WILLIAM JONES, Treasurer
and Clerk of Corporation, Brockton, Mass. L. D. Chamberlain, General
Counsel, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William L. Douglas, Brockton, Mass. William Jones, Brockton, Mass.
J. J. Whipple, Brockton, Mass. C. C. Merritt, Brockton, Mass. N. R.
Packard, Brockton, Mass. H. L. Tinkham, Brockton, Mass. Geo. J. Morse,
Hyde Park, Mass. Fred C. Hinds, Newton, Mass. C. B. Gardiner, Rayn-
ham, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

WILLIAM L. DOUGLAS,
CHAS. C. MERRITT,
WILLIAM JONES,
GEO. J. MORSE,
FRED C. HINDS,
N. R. PACKARD,
HERBERT L. TINKHAM,
Directors.
WILLIAM JONES,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 3, 1896. Then personally appeared the above-named
William L. Douglas, Charles C. Merritt, William Jones, George J. Morse,
Fred C. Hinds, N. R. Packard and Herbert L. Tinkham, and severally made
oath that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

LOYED E. CHAMBERLAIN,
Justice of the Peace.

REPORT

OF THE

COMMONWEALTH AVENUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation March 23, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation (six months),	\$10,180 50
Operating expenses (six months),	12,524 50
NET DEFICIT FROM OPERATION,	\$2,344 00
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,125 00
Interest and discount on unfunded debts and loans,	53 89
Taxes,	679 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,858 39
Deficit for six months ending September 30, 1896,	\$4,202 39
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$4,202 39
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$9,855 50
Receipts from tolls for use of tracks by other companies,	5 00
Receipts from rentals of buildings and other property,	22 50
Receipts from advertising in cars,	65 50
GROSS EARNINGS FROM OPERATION,	\$10,180 50
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,965 00
General office expenses and supplies,	755 00
Legal expenses,	15 00
Insurance,	60 00
Other general expenses: contingent expenses,	65 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	134 00
Repair of electric line construction,	24 00
Maintenance of equipment:	
Repair of cars and other vehicles,	8 00
Repair of electric equipment of cars,	23 00

Transportation expenses :

Cost of electric motive power,	\$2,561 13
Wages and compensation of persons employed in conducting transportation,	4,082 22
Tolls for trackage rights over other railways,	177 97
Rentals of buildings and other property,	50 00
Other transportation expenses :	
• Sundry supplies, etc., for transportation,	173 16
Car house expenses,	186 45
TOTAL OPERATING EXPENSES,	\$12,524 58

PROPERTY ACCOUNTS.**Additions to railway :**

Extension of railway and tracks (length, 23,154 feet, completed),	\$33,436 24
New electric line construction (length, 23,154 feet, completed),	7,418 89

TOTAL ADDITIONS TO RAILWAY,	\$40,855 18
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Additions to equipment :

Additional cars (12 in number),	\$14,057 86
Electric equipment of same,	9,558 14
Other additional rolling stock and vehicles,	400 00

TOTAL ADDITIONS TO EQUIPMENT,	24,016 00
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Additions to land and buildings: other new buildings necessary for operation of railway,	5,471 98
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Additions to other permanent property: office furniture,	268 40
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$70,611 46
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.**ASSETS.****DR.****Cost of railway :**

Roadbed and tracks,	\$47,220 49
Electric line construction, including poles, wiring, feeder lines, etc.,	10,135 06
Interest accrued during construction of railway,	4,771 85
Salaries, engineering and other expenses incident to construction,	6,411 61

TOTAL COST OF RAILWAY OWNED,	\$68,539 01
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Cost of equipment :

Cars and other rolling stock and vehicles,	\$14,457 86
Electric equipment of same,	11,808 14

TOTAL COST OF EQUIPMENT OWNED,	25,766 00
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Cost of land and buildings: other buildings necessary for operation of railway,	5,471 98
--	-----------------

Other permanent property: office furniture,	268 40
--	---------------

TOTAL PERMANENT INVESTMENTS,	\$100,045 34
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Cash and current assets :			
Cash,	.	.	\$1,352 60
Bills and accounts receivable,	.	.	851 68
Other cash and current assets : advance in-	.	.	
surance premium,	.	.	589 31
TOTAL CASH AND CURRENT ASSETS,			\$2,793 59
Miscellaneous assets : materials and supplies,	.	.	645 00
Profit and Loss balance (deficit),	.	.	4,292 50
TOTAL,			\$107,650 00

LIABILITIES.		CR.	
Capital stock,	.	.	\$52,000 00
Funded debt,	.	.	45,000 00
Current liabilities :			
Loans and bills payable,	.	.	\$9,471 80
Salaries and wages,	.	.	160 52
TOTAL CURRENT LIABILITIES,			9,632 32
Accrued liabilities :			
Interest accrued and not yet due,	.	.	\$375 00
Taxes accrued and not yet due,	.	.	679 50
TOTAL ACCRUED LIABILITIES,			1,054 50
TOTAL,			\$107,650 00

CAPITAL STOCK.			
Capital stock authorized by law,	.	.	\$65,000 00
Capital stock authorized by votes of company,	.	.	54,000 00
Capital stock issued and outstanding,	.	.	\$52,000 00
Number of shares issued and outstanding,	.	.	520
Number of stockholders,	.	.	22
Number of stockholders in Massachusetts,	.	.	22
Amount of stock held in Massachusetts,	.	.	\$52,000 00

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest P. during Year.
	Per Cent.			
Twenty-year gold mortgage bonds, .	5	Feb. 1, 1916,	\$45,000 00	\$1,125 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the six months,	205,000
Number carried per mile of main railway track operated,	59 50
Number of round trips run,	10,400
Number of car miles run,	83,000
Average number of persons employed,	200
Company commenced operation March 28, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power, . . .	5
Open passenger cars equipped for electric power, . . .	7
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . .	12
Number of all above cars with 4 wheels, . . .	12
Number of electric cars equipped with fenders, . . .	12
Barges and omnibuses, . . .	2
Electric motors, . . .	24

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . .	4.300	.920	5.220
Total length of main track owned, etc., . . .	4.300	.920	5.220
Length of sidings, switches, etc., . . .	.400	-	.400
	<hr/>	<hr/>	<hr/>
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	4.700	.920	5.620

System of electric motive power in use by the company: overhead trolley system.

Names of the several cities and towns in which the railways operated by the company are located: city of Newton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COMMONWEALTH AVENUE STREET RAILWAY COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, 53 State Street, Boston, Mass. Charles H. Richardson, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Wm. H. Coolidge, *General Counsel*, 626 Exchange Building, Boston, Mass. L. H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton, Mass. Charles H. Richardson, Brookline, Mass. Leonard D. Ahl, Boston, Mass. William Claflin, Boston, Mass. George A. Blaney, Newton, Mass. Wm. H. Coolidge, Newton, Mass. W. B. Phillips, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
CHAS. H. RICHARDSON,
LEONARD D. AHL,
WILLIAM CLAFLIN,
WALTER B. PHILLIPS,
GEORGE A. BLANEY,
WM. H. COOLIDGE,

Directors.

CHAS. H. RICHARDSON,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 27, 1896. Then personally appeared the above-named Adams D. Clafin, Chas. H. Richardson, Leonard D. Ahl. Wm. H. Coolidge, William Clafin, Walter B. Phillips, George A. Blaney and Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY F. STROUT,

Notary Public.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,609 60
Operating expenses,	4,776 04
NET DEFICIT FROM OPERATION,	\$166 44
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$2,067 48
Taxes,	399 91
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,467 39
Deficit for year ending September 30, 1896,	\$2,633 83
Amount of deficit September 30, 1895,	2,142 44
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$4,776 27
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,643 79
Receipts from carriage of mails and parcels,	275 53
Other earnings from operation : from carriage of freight, .	2,690 28
GROSS EARNINGS FROM OPERATION,	\$4,609 60
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$410 50
General office expenses and supplies,	110 09
Insurance,	175 00
Other general expenses : car service,	39 00
Maintenance of roadway and buildings :	
Repair of roadbed and track,	1,200 67
Removal of snow and ice,	20 91
Repair of buildings,	24 37
Maintenance of equipment :	
Repair of cars and other vehicles,	94 00
Repair of electric equipment of cars,	147 69

Transportation expenses:

Cost of electric motive power,	\$1,514 12
Wages and compensation of persons employed in conducting transportation,	1,036 27
Rentals of buildings and other property,	3 5
TOTAL OPERATING EXPENSES,	\$4,579 4

PROPERTY ACCOUNTS.**Additions to railway:**

Extension of railway and tracks,	\$780 37
New electric line construction,	332 51
Salaries, engineering, etc., incident to construction,	100 00

TOTAL ADDITIONS TO RAILWAY,	\$1,212 88
Additions to equipment: additional cars (1 in number),	45 7

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$1,257 88
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Deductions from property accounts:

Property sold or reduced in valuation and credited to property accounts: sale of building materials,	5 99
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$1,251 89
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$35,664 39	
Electric line construction, including poles, wiring, feeder lines, etc.,	6,448 52	
Interest accrued during construction of railway,	521 51	
Salaries, engineering and other expenses incident to construction,	1,527 51	
TOTAL COST OF RAILWAY OWNED,		\$44,161 92
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,660 50	
Electric equipment of same,	2,228 61	
TOTAL COST OF EQUIPMENT OWNED,		5,889 11
Cost of land and buildings:		
Electric power stations, including equipment,	\$8,865 98	
Other buildings necessary for operation of railway,	129 74	
TOTAL COST OF LAND AND BUILDINGS OWNED,		8,995 72
Other permanent property: Laidley property,		1,500 00
TOTAL PERMANENT INVESTMENTS,		\$60,546 75
Cash and current assets:		
Cash,	\$2,835 92	
Bills and accounts receivable,	700 80	
TOTAL CASH AND CURRENT ASSETS,		3,536 72
Profit and Loss balance (deficit),		4,776 27
TOTAL,		\$68,859 75

LIABILITIES.								Cr.	
Capital stock,	.	.	.	.	.	.	.	.	\$25,000 00
Real estate mortgages,	.	.	.	.	.	.	.	.	900 00
Current liabilities :									
Loans and bills payable,	.	.	.	.	.	.	.	\$40,700 00	
Salaries and wages,	.	.	.	.	.	.	.	265 80	
Miscellaneous current liabilities,	.	.	.	.	.	.	.	974 93	
TOTAL CURRENT LIABILITIES,								.	41,940 73
Accrued liabilities :									
Interest accrued and not yet due,	.	.	.	.	.	.	.	\$656 85	
Taxes accrued and not yet due,	.	.	.	.	.	.	.	862 17	
TOTAL ACCRUED LIABILITIES,								.	1,019 02
TOTAL,								.	\$68,859 75

CAPITAL STOCK.									
Capital stock authorized by law,	.	.	.	.	.	.	.	\$100,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	42,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	\$25,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	250	
Number of stockholders,	.	.	.	.	.	.	.	44	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	39	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	\$24,500 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
	Per Cent.			
Laidley property,	5	Demand,	\$900 00	\$45 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	35,270
Number carried per mile of main railway track operated,	6,581
Number of round trips run,	1,425
Number of car miles run,	217,296
Average number of persons employed,	6

EQUIPMENT OWNED AND LEASED.

Box passenger cars equlpped for electric power,	2
Number of all above cars with 4 wheels,	1
Number of all above cars with 8 wheels,	1
Construction, repair and other work cars,	1
Other rolling stock :	
Box freight cars,	3
Open freight cars,	3
Electric motors,	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.400 miles.
Total length of main track owned,	5.400 ..
Length of sidings, switches, etc, . . . . .	.380 ..
Total length, computed as single track,	5 780 ..

System of electric motive power in use by the company: General Electric

Miles of new electric railway in process of construction September 30, 1896:
.75.

Names of the several cities and towns in which the railways operated by the company are located: Conway.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,
CONWAY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Carlos Batchelder, *President and Superintendent*, Conway, Mass. Fred A. Delabarre, *Treasurer*, Conway, Mass. Arthur M. Cook, *Auditor*, Conway, Mass. John B. Laidley, *Clerk of Corporation*, Conway, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Carlos Batchelder, Conway, Mass. John B. Packard, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Franklin Pease, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CARLOS BATCHELDER,
EMERY BROWN,
JOHN B. PACKARD,
ARTHUR P. DELABARRE,
CHARLES PARSONS,
Directors.
FRED A. DELABARRE,
Treasurer.
CARLOS BATCHELDER,
Superintendent

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 3, 1896. Then personally appeared the above-named Carlos Batchelder, Emery Brown, John B. Packard, A. P. Delabarre, Charles Parsons and Fred A. Delabarre, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. BILLINGS,
Justice of the Peace

REPORT

OF THE

COTTAGE CITY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,271 27
Operating expenses,	3,662 24
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,609 03
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,500 00
Interest and discount on unfunded debts and loans,	503 48
Taxes,	215 46
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,218 89
Deficit for year ending September 30, 1896,	\$609 86
Amount of surplus September 30, 1895,	8,832 07
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$8,222 21
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,271 27
GROSS EARNINGS FROM OPERATION,	\$5,271 27
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$425 00
General office expenses and supplies,	58 19
Insurance,	125 00
Other general expenses: advertising,	29 00
Maintenance of equipment: repair of electric equipment of cars,	4 70
Transportation expenses:	
Cost of electric motive power,	994 83
Wages and compensation of persons employed in conducting transportation,	2,025 52
TOTAL OPERATING EXPENSES,	\$8,662 24

PROPERTY ACCOUNTS

Additions to railway:

Extension of railway and tracks ^{length 4.00} _{feet}	\$420 43
New electric line construction ^{length 4.00} _{feet}	138 30

Total Additions to Railway. \$558 73

Additions to equipment:

Other additional rolling stock and vehicles.	\$307 30
Additional horses in number	25 00

Total Additions to Equipment. 332 30

Total Additions to Property Accounts. \$891 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks.	\$49,984 10	
Electric line construction, including poles, wiring, feeder lines, etc.,	4,263 00	
Salaries, engineering and other expenses in- cident to construction,	325 00	
Total Cost of Railway Owned,		\$54,572 10
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,066 72	
Electric equipment of same,	1,778 47	
Horses,	80 00	
Other items of equipment,	146 00	
Total Cost of Equipment Owned,		11,070 69
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,500 00	
Other buildings necessary for operation of railway,	2,200 00	
Total Cost of Land and Buildings Owned,		4,700 00
Other permanent property: land on Lagoon Pond and Beach Road,		3,000 00
Total Permanent Investments,		\$73,342 79
Cash and current assets:		
Cash,	\$1,134 95	
Bills and accounts receivable,	1,071 04	
Total Cash and Current Assets,		2,205 99
Miscellaneous assets: materials and supplies,		234 00
Total,		\$75,782 78
LIABILITIES.		Cr.
Capital stock,		\$34,900 00
Funded debt,		25,000 00
Current liabilities: loans and bills payable,		7,660 57
Profit and Loss balance (surplus),		8,222 21
Total,		\$75,782 78

CAPITAL STOCK.			
Capital stock authorized by law,	\$37,000 00		
Capital stock authorized by votes of company,	37,000 00		
Capital stock issued and outstanding,			\$34,900 00
Number of shares issued and outstanding,	349		
Number of stockholders,	30		
Number of stockholders in Massachusetts,	30		
Amount of stock held in Massachusetts,	\$34,900 00		

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage gold bonds,	6	May 1, 1915,	\$25,000 00	\$1,500 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	108,625
Number carried per mile of main railway track operated,	20,153
Number of round trips run,	4,304
Number of car miles run.	32,406
Average number of persons employed,	14

EQUIPMENT OWNED.	
Box passenger cars equipped for horse power,	1
Box passenger cars equipped for electric power,	3
Total,	4
Open passenger cars equipped for horse power,	2
Open passenger cars equipped for electric power,	4
Total,	6
TOTAL PASSENGER CARS OF ALL KINDS,	10
Number of all above cars with 4 wheels,	10
Construction, repair and other work cars,	1
Barges and omnibuses,	2
Other vehicles: wagon,	1
Electric motors,	7
Horses,	2
Harnesses (double, 2; single, 1),	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	5.890 miles.
Total length of main track,	5.890 "
Length of sidings, switches, etc., . . . . .	.500 "
Total length, computed as single track,	5 890 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Cottage City.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

**COTTAGE CITY STREET RAILWAY COMPANY,
113 DEVONSHIRE STREET, BOSTON, MASS.**

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Josiah Quincy, *President, Clerk of Corporation and General Counsel*, City Hall, Boston, Mass. Fred Nichols, *Treasurer*, 280 Washington Street, Boston Mass. John A. Duggan, *General Manager*, 113 Devonshire Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Josiah Quincy, 82 Charles Street, Boston, Mass. John R. Graham, Quincy, Mass. John A. Duggan, Quincy, Mass. John F. Merrill, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. M. H. Curley, 93 State Street, Boston, Mass. Wm. R. Dresser, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
JOSIAH QUINCY,
MICHAEL H. CURLEY,
JOHN A. DUGGAN,
JOHN R. GRAHAM,
WILLIAM R. DRESSER,
FRED'K H. SMITH,
Directors.
FRED NICHOLS,
Treasurer.
JOHN A. DUGGAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 30, 1896. Then personally appeared the above-named John F. Merrill, Josiah Quincy, Michael H. Curley, John A. Duggan, Fred Nichols and John R. Graham, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

Justice of the Peace

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1896. Then personally appeared the above-named Fred'k H. Smith, and made oath that the foregoing certificate by him subscribed is, to his best belief and knowledge, true.

Before me,

FRANCIS A. DEWSON,

Justice of the Peace.

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$107,957 98
Operating expenses,	86,971 28
NET INCOME FROM OPERATION,	\$20,986 65
Miscellaneous income, less expense of collecting : Lincoln Park,	3,184 23
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,170 88
Charges upon income accrued during the year :	
Interest on funded debt,	\$4,500 00
Interest and discount on unfunded debts and loans,	12 00
Taxes,	2,881 18
Payments to sinking and other special funds :	
Reserve for depreciation,	1,200 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,043 18
NET DIVISIBLE INCOME,	\$16,127 75
Dividends declared (9½ per cent),	14,250 00
Surplus for year ending September 30, 1896,	\$1,877 75
Amount of surplus September 30, 1895,	22,266 28
	\$24,144 03
Deductions during the year : damages previous year, settled this year,	8,845 20
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$15,298 88
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$107,086 59
Receipts from carriage of mails and parcels,	209 40
Receipts from interest on deposits,	661 94
GROSS EARNINGS FROM OPERATION,	\$107,957 98

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$1,925 00
General office expenses and supplies,		845 28
Legal expenses,		719 78
Insurance,		7,349 78
Other general expenses,		1,319 48
Lincoln Park expenses,		6,915 55
Maintenance of roadway and buildings :		
Repair of roadbed and track,		3,073 68
Repair of electric line construction,		1,082 70
Removal of snow and ice,		179 58
Repair of buildings,		863 75
Maintenance of equipment :		
Repair of cars and other vehicles,		3,437 84
Repair of electric equipment of cars,		916 92
Transportation expenses :		
Wages and compensation of persons employed in conduct- ing transportation,		20,376 08
Damages for injuries to persons and property,		1,150 42
Tolls for trackage rights over other railways,		35,420 50
Other transportation expenses : supplies,		1,391 90
TOTAL OPERATING EXPENSES,		\$86,971 28

PROPERTY ACCOUNTS.

Additions to railway,		\$630 46
Additions to equipment :		
Additional cars (1 in number) and double trucks,	\$1,135 00	
Electric equipment of same,	2,492 50	
TOTAL ADDITIONS TO EQUIPMENT,		3,627 50
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,257 96
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :		
Tower wagon sold,	\$15 00	
Overhead material sold,	95 90	
Real estate transferred to roadbed and tracks, being land purchased for turn- outs now thrown into highway,	260 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		370 90
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$3,887 06

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$127,132 69	
Electric line construction, including poles, wiring, feeder lines, etc.,	40,772 19	
TOTAL COST OF RAILWAY OWNED,		\$167,904 88

Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$88,218 25	
Electric equipment of same,	28,507 59	
Other items of equipment,	1,301 01	
TOTAL COST OF EQUIPMENT OWNED,		\$68,026 85
Other permanent property: Lincoln Park,		11,559 56
TOTAL PERMANENT INVESTMENTS,		\$247,491 29
Cash and current assets:		
Cash,	\$6,886 57	
Bills and accounts receivable,	9,886 75	
TOTAL CASH AND CURRENT ASSETS,		16,773 32
TOTAL,		\$264,264 61
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		90,000 00
Current liabilities: miscellaneous current liabilities: accounts payable,		6,565 78
Sinking and other special funds: reserve for depreciation, .		2,400 00
Profit and Loss balance (surplus),		15,298 83
TOTAL,		\$264,264 61
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	49	
Number of stockholders in Massachusetts,	82	
Amount of stock held in Massachusetts,	\$64,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
First mortgage, coupon (may be registered) twenty-year gold bonds, .	Per Cent. 5	April 1, 1915,	\$90,000 00	\$4,500 00

SPECIAL FUNDS.

Amount, September 30, 1895, of reserve for depreciation fund,	\$1,200 00
Additions during year,	1,200 00
TOTAL SPECIAL FUNDS, SEPTEMBER 30, 1896,	\$2,400 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	654,774
Number carried per mile of main railway track operated,	42,774
Number of round trips run,	12,774
Number of car miles run,	651,774
Average number of persons employed,	42

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	11
Open passenger cars equipped for electric power,	21
TOTAL PASSENGER CARS OF ALL KINDS,	32
Number of all above cars with 4 wheels,	31
Number of all above cars with 8 wheels,	1
Number of electric cars equipped with fenders,	32
Construction, repair and other work cars,	3
Snow ploughs,	2
Other rolling stock: track velocipede,	1
Electric motors,	54
Other items of equipment: track and station tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.270	4.430	13.70
Total length of main track owned, etc.,	9.270	4.430	13.70
Length of sidings, switches, etc., . . . . .	.408	-	.408
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	9.678	4.430	14.108

System of electric motive power in use by the company: Thomson-Houston overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: city of Fall River, towns of Westport and Dartmouth and city of New Bedford.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRAINS AT CROSSING	
	Railroad.	Railroad.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad Company, Old Colony system, at North Westport, Westport highway,	1	1

Number of above crossings at which frogs are inserted in the tracks,

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	11	-	12
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	5	-	6
TOTALS,	-	2	-	16	-	18

STATEMENT OF EACH ACCIDENT.

December 4, 1895. — Man jumped from moving car and fell.

January 14, 1896. — Collision of car and sleigh; occupant thrown out.

February 2. — Runaway horse collided with car, smashing vestibule; controller struck passenger riding on forward platform.

February 27. — Man fell leaving moving car.

February 29. — Man struck by a car and knocked down.

March 29. — Man fell leaving moving car.

April 8. — Man fell leaving moving car.

May 6. — Man jumped from moving car and fell.

May 31. — Man jumped from moving car and fell.

June 7. — Collision of car and bicycle; rider thrown.

June 17. — Man fell from moving car while reaching for hat, which had blown off.

June 19. — Horse shied at car, throwing out driver.

July 4. — Man fell from running board of moving car.

July 4. — Woman, in boarding car, collided with curtain.

July 10. — Woman fell leaving moving car.

August 1. — Woman fell from car in attempting to save her hat from blowing off.

August 5. — Trolley pole fell from car, striking bicyclist.

August 20. — Woman crossing in front of car; knocked down.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank W. Brightman, *President*, Fall River, Mass. Charles E. Cook, *Vice President*, New Bedford, Mass. Arnold C. Gardner, *Treasurer*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Robert S. Goff, *Clerk of Corporation*, Fall River, Mass. Knowlton & Perry, New Bedford, Mass., and M. G. B. Swift, Fall River, Mass., *General Counsel*. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank W. Brightman, Fall River, Mass. Frank S. Stevens, Swansea, Mass. Robert S. Goff, Fall River, Mass. William L. Winslow, Fall River, Mass. Joseph Arthur Beauvais, New Bedford, Mass. Charles E. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Stephen A. Brownell, New Bedford, Mass. Thomas M. Waller, New London, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK W. BRIGHTMAN,
F. S. STEVENS,
STEPHEN A. BROWNELL,
WM. L. WINSLOW,
CHARLES E. COOK,
E. S. BROWN,
J. A. BEAUVAIS,

Directors.

ARNOLD C. GARDNER,

Treasurer.

E. E. POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1896. Then personally appeared the above-named Frank W. Brightman, F. S. Stevens, Stephen A. Brownell, Wm. L. Winslow, Chas. E. Cook, E. S. Brown, J. Arthur Beauvais, Arnold C. Gardner and E. E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. R. PHILLIPS,

Justice of the Peace.

REPORT

OF THE

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$61,484 14
Operating expenses,	41,888 65
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$20,050 49
Charges upon income accrued during the year :	
Interest on funded debt,	\$2,605 00
Taxes,	1,372 89
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	3,977 89
Surplus for year ending September 30, 1896,	\$16,072 60
Amount of surplus September 30, 1895,	2,674 84
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$18,747 44
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$61,484 14
GROSS EARNINGS FROM OPERATION,	\$61,484 14
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$3,889 80
General office expenses and supplies,	288 64
Legal expenses,	1,000 00
Insurance,	428 02
Other general expenses: miscellaneous expense account, .	379 17
Maintenance of roadway and buildings :	
Repair of roadway and track,	776 41
Removal of snow and ice,	167 58
Maintenance of equipment :	
Repair of cars and other vehicles,	1,868 99
Repair of electric equipment of cars,	241 11

Transportation expenses :

Wages and compensation of persons employed in conducting transportation,	\$12,441 44
Damages for injuries to persons and property,	264 72
Tolls for trackage rights over other railways,	18,029 85
Rentals of buildings and other property,	125 00
Other transportation expenses: miscellaneous car expense,	1,497 97
TOTAL OPERATING EXPENSES,	\$41,383 65

PROPERTY ACCOUNTS.**Additions to railway :**

Extension of railway and tracks,	\$88,954 50	
New electric line construction,	27,905 09	
TOTAL ADDITIONS TO RAILWAY,		\$116,859 59

Additions to equipment :

Additional cars (18 in number),	\$22,215 73	
Electric equipment of same,	29,025 99	
Other additional equipment,	2,282 20	
TOTAL ADDITIONS TO EQUIPMENT,		53,523 92

Additions to land and buildings :

Additional land necessary for operation of railway,	\$725 00	
Other new buildings necessary for operation of railway,	7,639 65	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		8,364 65

Additions to other permanent property :

Right of way,	\$505 88	
Ties,	2,928 82	
Office fixtures,	41 32	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		3,476 02

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$182,224 18
--	---------------------

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.**ASSETS.****DR.****Cost of railway :**

Roadbed and tracks,	\$181,016 65	
Electric line construction, including poles, wiring, feeder lines, etc.,	88,440 00	
Interest accrued during construction of railway,	4,211 80	
Salaries, engineering and other expenses incident to construction,	5,657 85	
TOTAL COST OF RAILWAY OWNED,		\$229,326 30

Cost of equipment :

Cars and other rolling stock and vehicles,	\$26,060 63	
Electric equipment of same,	32,344 58	
Horses,	180 00	
Other items of equipment,	2,282 20	
TOTAL COST OF EQUIPMENT OWNED,		60,867 36

Cost of land and buildings:		
Land necessary for operation of railway, .	\$5,994 38	
Other buildings necessary for operation of railway,	7,639 65	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		\$13,634 03
TOTAL PERMANENT INVESTMENTS,		\$303,827 69
Cash and current assets:		
Cash,	\$2,117 79	
Bills and accounts receivable,	64,818 91	
TOTAL CASH AND CURRENT ASSETS,		66,936 70
Miscellaneous assets:		
Ties,	\$2,928 82	
Office fixtures,	41 32	
TOTAL MISCELLANEOUS ASSETS,		2,970 14
TOTAL,		\$373,734 53
LIABILITIES.		CR.
Capital stock,		\$125,000 00
Funded debt,		94,000 00
Current liabilities: loans and bills payable,		185,987 09
Profit and loss balance (surplus),		18,747 44
TOTAL,		\$373,734 53

CAPITAL STOCK.		
Capital stock authorized by law,	\$125,000 00	
Capital stock authorized by votes of company,	125,000 00	
Capital stock issued and outstanding,		\$125,000 00
Number of shares issued and outstanding,	1,250	
Number of stockholders,	45	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	\$89,000 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	1915,	\$94,000 00	\$2,605 00

VOLUME OF TRAFFIC.	
Number of passengers carried during the year,	738,529
Number carried per mile of main railway track operated,	46,384
Number of round trips run,	11,772
Number of car miles run,	331,828
Average number of persons employed,	26

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	20
TOTAL PASSENGER CARS OF ALL KINDS,	28
Number of all above cars with 4 wheels,	28
Number of electric cars equipped with fenders,	28
Snow ploughs,	2
Barges and omnibuses,	3
Other vehicles: 1 carriage,	1
Electric motors,	30
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	11.922	4.000	15.922
Total length of main track owned, etc.,	11.922	4.000	15.922
Length of sidings, switches, etc., . . . . .	.587	-	.587
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	12.509	4.000	16.509

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: towns of Dighton and Somerset.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.: With New York, New Haven & Hartford Railroad Company, Second Street, in Dighton,	2	1
With New York, New Haven & Hartford Railroad Company, Pleasant Street, in Somerset,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY COMPANY.
3 UNION BLOCK, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bradford D. Davol, *President*, Fall River, Mass. Sylvanus M. Thomas, *Treasurer, General Counsel and General Manager*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank W. Brightman, Fall River, Mass. Bradford D. Davol, Fall River, Mass. Sylvanus M. Thomas, Taunton, Mass. Orville A. Barker, Taunton, Mass. Henry B. Leonard, Somerset, Mass. Cornelius A. Davis, Somerset, Mass. N. Allen Walker, Walker, Mass. John N. Beckley, Rochester, N. Y. George Weldon, Rochester, N. Y. Henry H. Crapo, New Bedford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ORVILLE A. BARKER,
 SYLVANUS M. THOMAS,
 N. ALLEN WALKER,
 HENRY B. LEONARD,
 CORNELIUS A. DAVIS,
 BRADFORD D. DAVOL,
 HENRY H. CRAPO,
 FRANK W. BRIGHTMAN,
Directors.
 SYLVANUS M. THOMAS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1896. Then personally appeared the above-named Orville A. Barker, Sylvanus M. Thomas, N. Allen Walker, Henry B. Leonard, Cornelius A. Davis, Bradford D. Davol, Henry H. Crapo and Frank W. Brightman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK P. LINCOLN,
Justice of the Peace.

REPORT
OF THE
EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income from lease of railway,	.	\$18,000 00
Dividends declared (6 per cent),	.	17,862 00
Surplus for year ending September 30, 1896,	.	\$138 00
Amount of deficit September 30, 1895,	.	4,237 06
Deductions during the year: claim against Lynn & Boston R.R. Co. as of September 30, 1895, now charged off,	.	12,682 76
TOTAL DEFICIT SEPTEMBER 30, 1896,	.	\$16,781 82
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		Dr.
Cost of railway: roadbed and tracks,	.	\$344,518 03
Cost of equipment,*	.	102,105 79
Cost of land and buildings,	.	58,662 11
Other permanent property: safe and office furniture,	.	222 00
TOTAL PERMANENT INVESTMENTS,	.	\$505,507 93
Cash and current assets: cash,	.	410 25
Profit and Loss balance (deficit),	.	16,781 82
TOTAL,	.	\$522,700 00
LIABILITIES.		Cr.
Capital stock,	.	\$297,700 00
Funded debt,	.	225,000 00
TOTAL,	.	\$522,700 00
CAPITAL STOCK.		
Capital stock authorized by law,	.	\$300,000 00
Capital stock authorized by votes of company,	.	300,000 00
Capital stock issued and outstanding,	.	\$297,700 00
Number of shares issued and outstanding,	.	2,977
Number of stockholders,	.	105
Number of stockholders in Massachusetts,	.	95
Amount of stock held in Massachusetts,	.	\$277,100 00

* Equipment transferred to Lynn & Boston R.R. Co. when the lease to that company was executed.

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Plain bonds,	6	Sept. 1, 1898,	\$125,000 00	\$7,500 00
Plain bonds,	5	Jan. 1, 1902,	100,000 00	5,000 00
TOTALS, . . . . .	. .	. . . .	\$225,000 00	\$12,500 00

EQUIPMENT OWNED.*

Box passenger cars equipped for horse power,	15	
Box passenger cars equipped for electric power,	4	
Total,	19	
Open passenger cars equipped for horse power,	26	
Open passenger cars equipped for electric power,	5	
Total,	31	
TOTAL PASSENGER CARS OF ALL KINDS,	50	
Number of all above cars with 4 wheels,	50	
Snow ploughs,	5	
Carts and snow sleds,	3	
Horses,	173	
Harnesses (double, 53; single, 7),	58	
Other items of equipment: 4 levellers, 2 heavy wagons, 3 light wagons, 1 buggy.		

RAILWAY OWNED.

Length of railway line,	16.500 miles.
Total length of main track owned,	16.500 "
Length of sidings, switches, etc.,	1.810 "
Total length, computed as single track,	18.310 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,
35 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

* This is the equipment turned over to Lynn & Boston R.R. Co. when the lease to that company was executed.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. David H. Sweetser, Lynn, Mass. Lyman Dike, Stoneham, Mass. Winthrop Coffin, Newton, Mass. Benjamin Hurdley, Woburn, Mass. Frank H. Monks, Brookline, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Elwin C. Foster, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
CHARLES H. NEWHALL,
DAVID H. SWEETSER,
ELWIN C. FOSTER,
J. S. BARTLETT,

Directors.

DAVID H. SWEETSER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 27, 1896. Then personally appeared the above-named Amos F. Breed, Charles H. Newhall, David H. Sweetser, Elwin C. Foster and John S. Bartlett, as directors, and David H. Sweetser as treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND,

Notary Public.

REPORT

OF THE

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE
STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$6,248 23
Operating expenses,	4,957 98
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,290 25
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$41 84
Taxes,	186 14
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	227 98
Surplus for year ending September 30, 1896,	\$1,062 27
Amount of surplus September 30, 1895,	1,044 76
Deductions during the year: loss on barn,	\$2,107 03
	1,589 85
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$517 18
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,118 41
Receipts from carriage of mails and parcels,	150 00
Receipts from sales of manure,	122 05
Other earnings from operation:	
Baggage, freight and express,	1,799 69
Hogs, boarding horses and sundries,	63 08
GROSS EARNINGS FROM OPERATION,	\$6,248 23
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$81 21
Legal expenses,	206 56
Insurance,	157 50
Other general expenses,	228 96
Advertising,	21 75
Maintenance of roadway and buildings: repair of roadbed and track,	387 59

Maintenance of equipment:	
Repair of cars and other vehicles,	\$78 32
Harness, horse-shoeing and veterinary care,	218 64
Transportation expenses:	
Provender,	950 18
Wages and compensation of persons employed in conducting transportation,	2,327 27
Rentals of buildings and other property,	300 00
TOTAL OPERATING EXPENSES,	\$4,957 93

PROPERTY ACCOUNTS.

Additions to land and buildings: new buildings necessary for operation of railway,	\$672 01
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$672 01
Deductions from property accounts:	
Property sold or reduced in valuation and credited to property accounts:	
Barn destroyed,	\$1,589 85
Horses,	87 50
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	1,677 35
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$1,005 34

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.	
Cost of railway: roadbed and tracks,			\$14,357 15
TOTAL COST OF RAILWAY OWNED,			\$14,357 15
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$4,637 24		
Horses,	1,112 50		
TOTAL COST OF EQUIPMENT OWNED,			5,749 74
Cost of land and buildings:			
Land necessary for operation of railway,	\$475 00		
Buildings necessary for operation of railway,	672 01		
TOTAL COST OF LAND AND BUILDINGS OWNED,			1,147 01
TOTAL PERMANENT INVESTMENTS,			\$21,253 90
Cash and current assets:			
Cash,	\$906 78		
Bills and accounts receivable,	87 80		
TOTAL CASH AND CURRENT ASSETS,			994 58
TOTAL,			\$22,247 98

LIABILITIES.		CR.
Capital stock,		\$21,400 00
Current liabilities: loans and bills payable,		830 80
Profit and Loss balance (surplus),		517 18
TOTAL,		\$22,247 98

CAPITAL STOCK.	
Capital stock authorized by law,	\$26,000 00
Capital stock authorized by votes of company,	21,500 00
Capital stock issued and outstanding,	\$21,400 00
Number of shares issued and outstanding,	214
Number of stockholders,	42
Number of stockholders in Massachusetts,	38
Amount of stock held in Massachusetts,	\$20,800 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	47,906
Number carried per mile of main railway track operated,	23,786
Number of round trips run,	3,019
Number of car miles run,	12,160
Average number of persons employed,	8

EQUIPMENT OWNED.	
Box passenger cars equipped for horse power,	5
Open passenger cars equipped for horse power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	13
Number of all above cars with 4 wheels,	13
Snow ploughs,	1
Barges and omnibuses,	1
Carts and snow sleds,	2
Other vehicles: 3 express, 1 democrat, 2 trucks, 1 lumber gear.	
Horses,	16
Harnesses (double, 12; single, 3),	15

RAILWAY OWNED AND OPERATED (BY HORSE POWER).	
Length of railway line,	2.014 miles.
Total length of main track owned,	2.014 "
Length of sidings, switches, etc.,	1.006 "
Total length, computed as single track,	3.020 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET

RAILWAY COMPANY,

ONSET, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph K. Nye, *President and Superintendent*, New Bedford, Mass. A. W. Kelley, *Treasurer*, New Bedford, Mass. Benj. F. Gibbs, *Clerk of Corporation*, Wareham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Nye, New Bedford, Mass. Joseph K. Nye, New Bedford, Mass. A. W. Kelley, New Bedford, Mass. B. F. Gibbs, Wareham, Mass. F. L. Benson, Onset, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM F. NYE,
BENJAMIN F. GIBBS,
JOS. K. NYE,
F. L. BENSON,
A. W. KELLEY,
A. W. KELLEY, *Directors.*
JOS. K. NYE, *Treasurer.*
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. SEPT. 30, 1896. Then personally appeared the above-named B. F. Gibbs, Jos. K. Nye, A. W. Kelley and F. L. Benson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN F. GIBBS,
Justice of the Peace.

REPORT
OF THE
FALL RIVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation May 28, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,220 66
Operating expenses,	5,859 68
Deficit for year ending September 30, 1896,	\$638 97
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$638 97
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,218 56
Recelpts from carriage of mails and parcels,	10
Other earnings from operation : special car,	2 00
GROSS EARNINGS FROM OPERATION,	\$5,220 66
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$490 00
General office expenses and supplies,	58 95
Other general expenses : painting signs, printing cards and telephone service,	185 74
Maintenance of equipment :	
Repair of cars and other vehicles,	23 98
Repair of electric equipment of cars,	8 87
Transportation expenses :	
Cost of electric motive power,	1,906 64
Wages and compensation of persons employed in conducting transportation,	2,647 42
Damages for injuries to persons and property,	40 00
Other transportation expenses : band concerts, etc.,	558 08
TOTAL OPERATING EXPENSES,	\$5,859 68

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed, tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$48,980 95	
Salaries, engineering and other expenses incident to construction,	2,047 20	
TOTAL COST OF RAILWAY OWNED,		\$51,028 15
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$6,374 26	
Electric equipment of same,	4,895 59	
Other items of equipment,	473 54	
TOTAL COST OF EQUIPMENT OWNED,		11,743 39
Cost of land and buildings : electric power stations, including equipment,		6,199 80
TOTAL PERMANENT INVESTMENTS,		\$68,971 34
Cash and current assets : cash,		34 35
Miscellaneous assets :		
Other assets and property : paving,	\$44 50	
Office furniture and fixtures,	29 50	
TOTAL MISCELLANEOUS ASSETS,		74 00
Profit and Loss balance (deficit),		638 97
TOTAL,		\$69,718 66
LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities :		
Loans and bills payable,	\$14,044 54	
Miscellaneous current liabilities : interest,	822 65	
Accounts payable,	5,236 88	
TOTAL CURRENT LIABILITIES,		19,604 07
Miscellaneous accrued liabilities : prepaid ticket account,		114 59
TOTAL,		\$69,718 66
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	27	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	\$44,400 00	

VOLUME OF TRAFFIC.

Number of passengers carried during the year,	110,663
Number carried per mile of main railway track operated,	43,602
Number of round trips run,	10,786
Number of car miles run,	52,142
Average number of persons employed,	14
First car started May 28, 1896, but did not get to running on line as now completed until the middle of August.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of all above cars with 4 wheels,	6
Number of electric cars equipped with fenders,	6
Construction, repair and other work cars,	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	2.538 miles.
Total length of main track owned,	2.538 "
Length of sidings, switches, etc., . . . . .	.157 "
Total length, computed as single track,	2.695 "

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Fall River.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

At the time of the accident, car No. 20 was descending Bank Street, on down grade, when, just before reaching the intersecting street, Oak Street, a delivery wagon owned by the Troy Store of this city attempted to cross Oak Street in front of the car. The driver apparently became confused, as he first stopped, then started up again, to be overturned by the fender of the car striking the team, which was scratched and the driver slightly bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FALL RIVER STREET RAILWAY COMPANY,

64 BEDFORD STREET, FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Beattie, *President*, Fall River, Mass. John T. Robertson, *Treasurer*, Fall River, Mass. W. Frank Shove, *Clerk of Corporation*, Fall River, Mass. William Ring, *Superintendent*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Beattie, Fall River, Mass. Wendell E. Turner, Fall River, Mass. James E. Osborn, Fall River, Mass. W. Frank Shove, Fall River, Mass. Herbert Field, Fall River, Mass. John T. Robertson, Fall River, Mass. Alexander Casey.*

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID BEATTIE,
WENDELL E. TURNER,
JAMES E. OSBORN,
W. FRANK SHOVE,
HERBERT FIELD,
JOHN T. ROBERTSON,

Directors.

JOHN T. ROBERTSON,

Treasurer.

WILLIAM RING,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Nov. 14, 1896. Then personally appeared the above-named David Beattie, Wendell E. Turner, James E. Osborn, W. Frank Shove, Herbert Field and John T. Robertson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PHILIP E. TRIPP,

Justice of the Peace.

* Deceased.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$128,186 52
Operating expenses,	90,277 67
GROSS INCOME ABOVE OPERATING EXPENSES,	\$37,908 85
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,500 00
Interest and discount on unfunded debts and loans,	3,400 94
Taxes,	5,761 23
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	10,662 17
NET DIVISIBLE INCOME,	\$27,246 68
Dividends declared (8 per cent),	20,000 00
Surplus for the year ending September 30, 1896,	\$7,246 68
Amount of surplus September 30, 1895,	14,458 56
	\$21,705 24
Deductions during the year:	
Wages called for,	\$8 50
Depreciation on construction,	3,000 00
Depreciation on power station,	2,854 83
Depreciation on cars,	1,000 00
Depreciation on equipment,	500 00
Depreciation on horses,	109 45
TOTAL DEDUCTIONS,	6,972 78
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$14,732 46
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$127,859 08
Receipts from sales of manure,	27 49
Receipts from advertising in cars,	300 00
GROSS EARNINGS FROM OPERATION,	\$128,186 52

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$6,688 09
General office expenses and supplies,		2,006 49
Legal expenses,		316 50
Insurance,		3,699 61
Other general expenses :		
Maintenance of pleasure grounds,		5,692 72
Repairs caused by bursting dam,		317 49
Maintenance of roadway and buildings :		
Repair of roadbed and track,		5,954 59
Repair of electric line construction,		1,232 43
Removal of snow and ice,		1,116 46
Repair of buildings,		1,364 58
Maintenance of equipment :		
Repair of cars and other vehicles,		7,270 28
Repair of electric equipment of cars,		3,395 40
Harness, horse-shoeing and veterinary care,		670 55
Transportation expenses :		
Provender,		690 85
Cost of electric motive power,		18,281 63
Wages and compensation of persons employed in conducting transportation,		33,190 98
Rentals of buildings and other property,		40 00
Other transportation expenses: printing tickets, transfers, etc., lubricating oil, fuel, lights, etc.,		3,349 02
TOTAL OPERATING EXPENSES,		\$90,277 67

PROPERTY ACCOUNTS.

Additions to railway: extension and reconstruction of railway and tracks :		
Extension and new turnouts (length, 7,774 feet); reconstruction (length, 5,208 feet),	\$26,077 09	
New electric line construction (length, 7,774 feet),	1,974 26	
TOTAL ADDITIONS TO RAILWAY,		\$28,051 35
Additions to equipment :		
Additional cars (4 in number),	\$3,854 64	
Electric equipment of cars,	6,440 30	
Other additional rolling stock and vehicles,	160 74	
Additional horses (1 in number),	176 95	
Other additional equipment,	2,297 54	
TOTAL ADDITIONS TO EQUIPMENT,		12,930 17
Additions to land and buildings :		
Additional land necessary for operation of railway,	\$2,827 82	
Other new buildings necessary for operation of railway,	662 35	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		3,489 67
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$44,471 19

**Deductions from property accounts : property sold or reduced
in valuation and credited to property accounts :**

Snow-plough sold,	\$150 00
Building sold,	350 00
Land sold,	900 00
Horse sold,	42 50
Electric equipment of cars sold,	500 00
Depreciation on construction,	3,000 00
Depreciation on power station,	2,354 83
Depreciation on cars,	1,000 00
Depreciation on equipment,	500 00
Depreciation on horses,	109 45

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, **\$8,906 78**

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, **\$35,564 41**

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$214,218 75	
Electric line construction, including poles, wiring, feeder lines, etc.,	40,527 48	
TOTAL COST OF RAILWAY OWNED,		\$254,746 23
Cost of equipment :		
Cars and other rolling stock and vehicles and electric equipment of same,	\$64,721 93	
Horses,	400 00	
Other items of equipment,	5,088 60	
TOTAL COST OF EQUIPMENT OWNED,		70,210 53
Cost of land and buildings :		
Land necessary for operation of railway,	\$8,256 24	
Electric power stations, including equipment,	54,000 00	
Other buildings necessary for operation of railway,	11,068 86	
TOTAL COST OF LAND AND BUILDINGS OWNED,		73,325 10
Other permanent property :		
Fitchburg Park Company stock,	\$500 00	
Whalom Park property,	13,346 78	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		13,846 78
TOTAL PERMANENT INVESTMENTS,		\$412,128 64
Cash and current assets :		
Cash,	\$14,048 04	
Bills and accounts receivable,	1,205 67	
TOTAL CASH AND CURRENT ASSETS,		15,253 71
Miscellaneous assets : materials and supplies,		8,808 77
TOTAL,		\$436,191 12
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		30,000 00

Current liabilities :		
Loans and bills payable,	\$121,046 18	
Dividends not called for,	10,000 00	
Miscellaneous current liabilities: tickets issued but not redeemed,	1,180 96	
TOTAL CURRENT LIABILITIES,		\$132,227 14
Sinking and other special funds :		
Renewal fund,	\$6,000 00	
Accident insurance fund,	8,281 52	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		9,231 52
Profit and Loss balance (surplus),		14,732 46
TOTAL,		\$436,191 12

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	58	
Number of stockholders in Massachusetts,	57	
Amount of stock held in Massachusetts,	\$248,700 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Twenty-year mortgage bonds,	5	Oct. 1, 1909,	\$30,000 00	\$1,500 00

SPECIAL FUNDS.

Amount September 30, 1895, of renewal fund,	\$6,000 00
Amount September 30, 1895, of accident insurance fund,	3,000 00
TOTAL SPECIAL FUNDS SEPTEMBER 30, 1895,	\$9,000 00
Additions during year to accident insurance fund,	3,000 00
TOTAL, INCLUDING ADDITIONS,	\$12,000 00
Deductions during year from accident insurance fund,	2,768 48
TOTAL SPECIAL FUNDS SEPTEMBER 30, 1896,	\$9,231 52

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	2,148,723
Number carried per mile of main railway track operated,	127,976
Number of round trips run,	75,730
Number of car miles run,	631,137
Average number of persons employed,	70

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	1	
Box passenger cars equipped for electric power,	13	
Total,		14
Open passenger cars equipped for horse power,	2	
Open passenger cars equipped for electric power,	21	
Total,		23
TOTAL PASSENGER CARS OF ALL KINDS,		37
Number of all above cars with 4 wheels,		37
Number of electric cars equipped with fenders,		37
Construction, repair and other work cars,		4
Snow ploughs,		3
Carts and snow sleds,		11
Other vehicles: 2 wagons, 1 carriage, 1 sleigh,		4
Electric motors,		58
Horses,		5
Harnesses (double, 22; single, 3),		25
Other items of equipment: office safes, furniture, registers, etc.		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	16.790 miles.
Total length of main track owned,	16.790 "
Length of sidings, switches, etc.,	1.450 "
Total length, computed as single track,	18.240 "

System of electric motive power in use by the company: Westinghouse; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster and Lunenburg.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Fitchburg Railroad, Water Street, Fitchburg (Depot),	3	1
With Fitchburg Railroad, Water Street, Fitchburg (Engine House),	1	1
With Fitchburg Railroad, River Street, Fitchburg (Iver Johnson),	1	1
With Fitchburg Railroad, River Street, Fitchburg (Orswell Mills),	1	1
With Fitchburg Railroad, River Street, Fitchburg (Cleghorn Mills),	1	1
With Fitchburg Railroad, River Street, Fitchburg (Woodward's),	1	1
With New York, New Haven & Hartford, Main Street, Fitchburg,	1	2
With New York, New Haven & Hartford, Main Street, Leominster,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	11	9

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	1	-	1
Other persons,	-	2	1	1	1	3
TOTALS,	-	2	1	5	1	7

STATEMENT OF EACH ACCIDENT.

December 26, 1895. — Boy ran on track in front of car, was run over and killed; no fault of company or employee.

April 16, 1896. — Man, walking on track, picked up by fender and thrown aside; shoulder bruised.

April 21. — Woman thrown from team onto fender; slight injury.

June 26. — Bicyclist riding behind car, car was backed; bicyclist thrown and dragged over pavement; severely bruised.

July 19. — Man jumped from rapidly moving car between stops, was thrown violently to pavement; unconscious.

August 18. — Man jumped from slowly moving car; slight injuries.

September 8. — Man thrown from wagon while crossing track; badly bruised.

September 17. — Rear end collision; no passengers; motorman of rear car badly bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Eliab Parker, *Auditor*, Boston, Mass. Charles F. Baker, *Clerk of Corporation and General Counsel*, Fitchburg, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Arthur H. Lowe, Fitchburg, Mass. Edgar F. Belding, Fitchburg, Mass. George W. Weymouth, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,
MANSON D. HAWS,
HERBERT I. WALLACE,
G. W. WEYMOUTH,
E. F. BELDING,
CHARLES F. BAKER,

Directors.

ROBERT N. WALLIS,

Treasurer.

WESLEY W. SARGENT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 3, 1896. Then personally appeared the above-named Henry A. Willis, Manson D. Haws, Herbert I. Wallace, G. W. Weymouth, E. F. Belding, Charles F. Baker, Robert N. Wallis and Wesley W. Sargent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,

Justice of the Peace.

REPORT

OF THE

FRAMINGHAM UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,717 25
Operating expenses,	14,184 16
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,533 09
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,500 00
Interest and discount on unfunded debts and loans,	189 90
Taxes,	897 52
Other deductions from income:	
Depreciation on horse account,	\$500 00
Depreciation on material on hand,	445 67
	<u>945 67</u>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	\$4,533 09
Amount of surplus September 30, 1895,	\$7,140 51
Deductions during the year: loss, 1895 account,	39 45
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$7,101 06
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$17,996 25
Receipts from carriage of mails and parcels,	150 00
Receipts from rentals of buildings and other property,	96 00
Receipts from sales of manure,	50 00
Receipts from advertising in cars,	225 00
Other earnings from operation:	
Bills receivable, mail,	\$50 00
Bills receivable, manure,	150 00
	<u>200 00</u>
GROSS EARNINGS FROM OPERATION,	\$18,717 25
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,600 00
General office expenses and supplies,	752 76
Legal expenses,	50 00
Insurance,	343 50

Maintenance of roadway and buildings :	
Repair of roadbed and track,	\$652 95
Removal of snow and ice,	220 66
Repair of buildings,	17 44
Maintenance of equipment :	
Repair of cars and other vehicles,	286 48
• Harness, horse-shoeing and veterinary care,	778 88
Transportation expenses :	
Provender,	8,605 84
Wages and compensation of persons employed in conduct- ing transportation,	5,745 70
Rentals of buildings and other property,	185 00
TOTAL OPERATING EXPENSES,	\$14,184 16

PROPERTY ACCOUNTS.

Deductions from property accounts :	
Property sold or reduced in valuation and credited to prop- erty accounts : horses,	\$510 00
TOTAL DEDUCTIONS FOR THE YEAR,	\$510 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway,		\$85,070 76
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$12,281 00	
Horses,	6,460 00	
Other items of equipment,	1,767 87	
TOTAL COST OF EQUIPMENT OWNED,		20,508 87
Other permanent property,		10,890 82
TOTAL PERMANENT INVESTMENTS,		\$116,469 45
Cash and current assets :		
Cash,	\$1,602 28	
Bills and accounts receivable,	260 00	
Sinking and other special funds,	1,000 00	
TOTAL CASH AND CURRENT ASSETS,		2,862 28
Miscellaneous assets : materials and supplies,		1,269 83
TOTAL,		\$120,601 06
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Funded debt,		50,000 00
Current liabilities : loans and bills payable,		2,500 00
Sinking and other special funds,		1,000 00
Profit and Loss balance (surplus),		7,101 06
TOTAL,		\$120,601 06

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	109	
Number of stockholders in Massachusetts,	107	
Amount of stock held in Massachusetts,	\$59,800 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Bonds,	5	1909,	\$50,000 00	\$2,500 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	400,120
Number carried per mile of main railway track operated,	57,888
Number of round trips run,	15,207
Number of car miles run,	82,073
Average number of persons employed,	12

EQUIPMENT OWNED.	
Box passenger cars equipped for horse power,	8
Open passenger cars equipped for horse power,	9
TOTAL PASSENGER CARS OF ALL KINDS,	17
Snow ploughs,	2
Horses,	46
Harnesses (double, 23; single, 3),	26
Other items of equipment: 3 sets scrapers, 3 wagons, barn tools, etc.	

RAILWAY OWNED AND OPERATED (BY HORSE POWER).	
Length of railway line,	6.912 miles.
Total length of main track owned,	6.912 "
Length of sidings, switches, etc., . . . . .	.441 "
Total length, computed as single track,	7.353 "

Names of the several cities and towns in which the railways operated by the company are located: Framingham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,

SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James R. Entwistle, *President*, Boston, Mass. Franklin E. Gregory, *Treasurer*, Boston, Mass. Ira B. Forbes, *Clerk of Corporation*, South Framingham, Mass. J. J. Hennessy, *Superintendent*, South Framingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James R. Entwistle, Saxonville, Mass. F. E. Gregory, Framingham, Mass. Ira B. Fenton, Framingham, Mass. H. F. Twombly, Framingham, Mass. L. F. Fuller, Saxonville, Mass. F. C. Stearns, Saxonville, Mass. M. F. Maher, Saxonville, Mass. Walter Adams, Framingham, Mass. Ira B. Forbes, South Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES R. ENTWISTLE,
IRA B. FENTON,
D. T. BRIDGES,
F. E. GREGORY,
F. C. STEARNS,
L. F. FULLER,
IRA B. FORBES,
WALTER ADAMS,

Directors.

FRANKLIN E. GREGORY,

Treasurer.

JAMES J. HENNESSY,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 4, 1896. Then personally appeared the above-named James R. Entwistle, Ira B. Fenton, D. T. Bridges, F. E. Gregory, F. C. Stearns, L. F. Fuller, Ira B. Forbes and Walter Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. BROWN,

Notary Public.

REPORT

OF THE

GARDNER ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$19,198 54
Operating expenses,	15,705 76
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,492 78
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,321 15
Taxes,	795 22
Rentals of leased railways: maintenance of pleasure grounds,	765 77
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,882 14
Surplus for year ending September 30, 1896,	\$610 64
Amount of surplus September 30, 1895,	721 67
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,332 31
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$19,044 74
Receipts from advertising in cars,	70 00
Other earnings from operation: rent of cars,	83 72
GROSS EARNINGS FROM OPERATION,	\$19,198 54
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,501 00
General office expenses and supplies,	194 43
Legal expenses,	34 37
Insurance,	670 43
Other general expenses,	271 49
Maintenance of roadway and buildings:	
Repair of roadbed and track,	737 50
Repair of electric line construction,	219 65
Removal of snow and ice,	478 87
Repair of buildings,	114 75

Maintenance of equipment:		
Repair of cars and other vehicles,		\$556 79
Repair of electric equipment of cars,		1,132 56
Transportation expenses:		
Cost of electric motive power,		4,132 56
Wages and compensation of persons employed in conducting transportation,		4,705 18
Damages for injuries to persons and property,		57 37
Other transportation expenses,		898 70
TOTAL OPERATING EXPENSES,		\$15,705 76

PROPERTY ACCOUNTS.

Additions to railway: new electric line construction (additional feeder wires),		\$112 95
Additions to equipment:		
Electric equipment (two new equipments and part of a third for plough),	\$2,098 56	
Other additional equipment (fenders, scrapers, registers),	225 12	
TOTAL ADDITIONS TO EQUIPMENT,		2,323 68
Additions to land and buildings:		
Culvert,	\$40 00	
New electric power stations, including machinery, etc. (new generator),	3,285 85	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		3,325 85
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$5,762 48

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$35,510 04	
Electric line construction, including poles, wiring, feeder lines, etc.,	8,675 46	
Interest accrued during construction of railway,	88 23	
Salaries, engineering and other expenses incident to construction,	2,165 76	
TOTAL COST OF RAILWAY OWNED,		\$46,434 49
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$5,783 91	
Electric equipment of same,	7,252 81	
TOTAL COST OF EQUIPMENT OWNED,		18,036 72
Cost of land and buildings:		
Land necessary for operation of railway,	\$955 55	
Electric power stations, including equipment,	11,727 66	
Other buildings necessary for operation of railway,	2,052 65	
TOTAL COST OF LAND AND BUILDINGS OWNED,		14,735 86
TOTAL PERMANENT INVESTMENTS,		\$74,207 07

Cash and current assets :

Cash,	\$2,014 03	
Bills and accounts receivable,	18 00	
TOTAL CASH AND CURRENT ASSETS,		\$2,032 03
Miscellaneous assets : materials and supplies,		1,773 62
TOTAL,		\$78,014 72

LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities :		
Loans and bills payable,	\$25,928 58	
Salaries and wages,	63 76	
TOTAL CURRENT LIABILITIES,		25,992 34
Accrued liabilities : taxes accrued and not yet due,		690 07
Profit and Loss balance (surplus),		1,332 31
TOTAL,		\$78,014 72

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	46	
Number of stockholders in Massachusetts,	44	
Amount of stock held in Massachusetts,	\$48,600 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	869,542
Number carried per mile of main railway track operated,	85.145
Number of round trips run,	21,047
Number of car miles run,	79,308
Average number of persons employed,	13

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	3
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of all above cars with 4 wheels,	6
Number of electric cars equipped with fenders,	6
Snow ploughs,	1
Electric motors,	11

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.340 miles.
Total length of main track owned,	4.340 "
Length of sidings, switches, etc., . . . . .	.114 "
Total length, computed as single track,	4.454 "

System of electric motive power in use by the company: Westinghouse.
Names of the several cities and towns in which the railways operated by the company are located: Gardner.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Worcester Division, Fitchburg Railroad, Park Street, Gardner (1 spur and 1 regular),	2	1
With Worcester Division, Fitchburg Railroad, North Main Street, Gardner,	3	1
With Worcester Division, Fitchburg Railroad, South Main Street, Gardner,	1	1
With Worcester Division, Fitchburg Railroad, South Main Street, Gardner,	1	1
With spur track, Fitchburg Railroad, leading to various chair shops, North Main Street, Gardner,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTAL,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

August 17, 1896. — Thomas Byron, crossing track of Chestnut Street from Cross Street, with team, saw car; thought he could cross, and tried; car, when moving very slowly, caught hind wheel and overturned carriage, throwing him out and bruising him slightly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER ELECTRIC STREET RAILWAY COMPANY,
GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, 145 Main Street, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer*, Clerk of Corporation and General Counsel, Gardner, Mass. Thomas B. Grimes, *Auditor*, Central Square, East Boston, Mass. Frederic LeNolr, *Superintendent*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Charles Heywood, Gardner, Mass. A. S. Paton, Leominster, Mass. Thomas B. Grimes, Boston, Mass. Marcus A. Coolidge, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
T. B. GRIMES,
CHARLES HEYWOOD,
JAMES A. STILES,
EDWARD F. BLODGETT,
ALEXANDER S. PATON,
MARCUS A. COOLIDGE,
Directors.
JAMES A. STILES,
Treasurer.
FREDERICK LENOIR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. LEOMINSTER, Oct. 26, 1896. Then personally appeared the above-named Edward F. Blodgett and Alexander S. Paton, and several made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. A. PUTNAM.
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FITCHBURG, Oct. 27, 1896. Then personally appeared the above-named Frederic S. Coolidge and Marcus A. Coolidge, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK A. CURRIER,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. GARDNER, MASS., Oct. 28, 1896. Then personally appeared the above-named James A. Stiles, Charles Heywood and Frederick LeNoir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES N. EDGELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1896. Then personally appeared Thomas B. Grimes, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

FRANK E. DIMICK,
Justice of the Peace.

REPORT
OF THE
GLOBE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$323,520 67
Operating expenses,	208,940 11
GROSS INCOME ABOVE OPERATING EXPENSES,	\$114,580 56
Charges upon income accrued during the year:	
Interest on funded debt,	\$71,250 00
Interest and discount on unfunded debts and loans,	1,501 53
Taxes,	5,267 64
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	78,019 17
NET DIVISIBLE INCOME,	\$36,561 39
Dividends declared (8 per cent),	19,500 00
Surplus for the year ending September 30, 1896,	\$17,061 39
Amount of surplus September 30, 1895,	37,261 60
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$54,323 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$304,166 00
Receipts from tolls for use of tracks by other companies,	17,706 88
Receipts from rentals of buildings and other property,	120 00
Receipts from sales of manure,	27 00
Receipts from advertising in cars,	1,500 00
GROSS EARNINGS FROM OPERATION,	\$323,520 67
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$9,146 00
General office expenses and supplies,	641 00
Legal expenses,	2,000 00
Insurance,	16,680 00
Other general expenses,	6,510 00

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$19,110 43
Repair of electric line construction,		2,277 77
Removal of snow and ice,		1,280 93
Repair of buildings,		1,666 92
Maintenance of equipment:		
Repair of cars and other vehicles,		10,897 90
Repair of electric equipment of cars,		11,526 18
Renewal of horses,		100 00
Harness, horse-shoeing and veterinary care,		167 80
Transportation expenses:		
Provender,		506 01
Cost of electric motive power,		24,483 82
Wages and compensation of persons employed in conducting transportation,		96,914 51
Damages for injuries to persons and property,		1,711 35
Rentals of buildings and other property,		525 52
Other transportation expenses: general supplies,		2,792 07
TOTAL OPERATING EXPENSES,		\$208,940 11

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of railway and tracks (length, 5,487 feet),	\$17,141 94	
New electric line construction (length, 3,908 feet),	1,474 78	
TOTAL ADDITIONS TO RAILWAY,		\$18,616 72
Additions to equipment:		
Additional cars (15 in number), trucks, heaters, fenders and new electric equipment,	\$22,834 43	
Other additional equipment,	594 62	
TOTAL ADDITIONS TO EQUIPMENT,		23,429 05
Additions to land and buildings:		
Additional equipment of power stations,	\$2,679 60	
Other new buildings necessary for operation of railway (additions),	430 07	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		3,109 67
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$45,155 44
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: horse account,		85 04
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$45,070 40

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$1,489,083 68	
Electric line construction, including poles, wiring, feeder lines, etc.,	104,191 14	
TOTAL COST OF RAILWAY OWNED,		\$1,593,274 82

Cost of equipment :			
Cars and other rolling stock and vehicles and electric equipment of same,		\$340,927 02	
Horses,		514 96	
Other items of equipment,		5,043 81	
TOTAL COST OF EQUIPMENT OWNED,			\$346,485 79
Cost of land and buildings :			
Land and buildings necessary for operation of railway,		\$99,815 12	
Electric power stations, including equipment,		127,417 53	
TOTAL COST OF LAND AND BUILDINGS OWNED,			227,232 65
TOTAL PERMANENT INVESTMENTS,			\$2,166,993 25
Cash and current assets :			
Cash,		\$3,750 73	
Bills and accounts receivable,		15,453 41	
TOTAL CASH AND CURRENT ASSETS,			19,204 14
Miscellaneous assets : materials and supplies,			1,386 49
TOTAL,			\$2,187,583 89

	LIABILITIES.	CR.	
Capital stock,			\$650,000 00
Funded debt,			1,425,000 00
Current liabilities :			
Loans and bills payable,		\$44,228 95	
Salaries and wages,		1,368 39	
TOTAL CURRENT LIABILITIES,			45,597 34
Accrued liabilities :			
Interest accrued and not yet due,		\$7,395 83	
Taxes accrued and not yet due,		5,267 64	
TOTAL ACCRUED LIABILITIES,			12,663 47
Profit and Loss balance (surplus),			54,323 08
TOTAL,			\$2,187,583 89

CAPITAL STOCK.			
Capital stock authorized by law,		\$650,000 00	
Capital stock authorized by votes of company,		650,000 00	
Capital stock issued and outstanding,			\$650,000 00
Number of shares issued and outstanding,		6,500	
Number of stockholders,		35	
Number of stockholders in Massachusetts,		6	
Amount of stock held in Massachusetts,		\$4,100 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage coupon (may be registered), twenty year, gold, . . .	5	1912, . . .	\$750,000 00	\$37,500 00
Twenty year debenture coupon, gold, . . .	5	1912, . . .	550,000 00	27,500 00
Sixteen year debenture coupon, gold, . . .	5	1910, . . .	125,000 00	6,250 00
TOTALS, . . .	. .	. . .	\$1,425,000 00	\$71,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year, . . .	6,826,237
Number carried per mile of main railway track operated, . . .	240,707
Number of round trips run, . . .	185,941
Number of car miles run, . . .	1,248,051
Average number of persons employed, . . .	200

EQUIPMENT OWNED.

Box passenger cars equipped for horse power, . . .	4
Box passenger cars equipped for electric power, . . .	40
Total, . . .	44
Open passenger cars equipped for horse power, . . .	11
Open passenger cars equipped for electric power, . . .	45
Total, . . .	56
TOTAL PASSENGER CARS OF ALL KINDS, . . .	100
Number of all above cars with four wheels, . . .	100
Number of electric cars equipped with fenders, . . .	85
Construction, repair and other work cars, . . .	5
Snow ploughs (electric), . . .	5
Carts and snow sleds, . . .	5
Other vehicles: 1 express wagon, 3 buggies, 1 sleigh.	
Electric motors, . . .	111
Horses, . . .	6
Harnesses (double, 12; single, 3), . . .	15
Other items of equipment: 2 snow levellers, 1 horse snow plough.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	17.714* miles.
Length of second track, . . .	8.036 "
Total length of main track owned, . . .	25.750 "
Length of sidings, switches, etc., . . .	1.958 "
Total length, computed as single track, . . .	27.708 "

* Including .299 miles in process of construction.

System of electric motive power in use by the company: Overhead trolley, Thomson-Houston.
Names of the several cities and towns in which the railways operated by the company are located: Fall River.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	12	-	14
Employees,	-	-	-	-	-	-
Other persons,	-	1	1	6	1	7
TOTALS,	-	3	1	18	1	21

STATEMENT OF EACH ACCIDENT.

October 5, 1895. — Man stepped from moving car and fell.
October 31. — Man fell from car taking curve.
December 3. — Man jumped from moving car and fell.
January 23, 1896. — Collision of car and sled; two persons on sled injured.
February 6. — Man fell trying to board electric car.
March 19. — Woman fell trying to board moving car.
April 4. — Girl fell in street in front of car and was struck by car.
April 30. — Team and car; driver of car injured.
May 1. — Boy ran in front of car and fell on track; struck by car (death).
May 20. — Man walking on running board while car was moving lost board and fell.
May 31. — Man jumped from moving car and fell.
June 4. — Team and car; driver of team injured.
June 16. — Man jumped from moving car and fell.
June 21. — Man jumped from moving car and fell.
July 2. — Man struck by falling wire.
July 6. — Man jumped from moving car and fell.
July 23. — Boy jumped from moving car and fell.
July 26. — Man jumped from moving car and fell.
August 8. — Man working in trench near track struck by car.
September 4. — Man jumped from moving car and fell.
September 17. — Man struck on head by fare register.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
GLOBE STREET RAILWAY COMPANY,
FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Robert S. Goff, President and General Manager, Fall River, Mass. Herbert H. Read, Treasurer, Fall River, Mass. M. G. B. Swift, Clerk of Company, Fall River, Mass. John H. Bowker, Superintendent, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank S. Stevens, Swansea, Mass. M. G. B. Swift, Fall River, Mass.
John N. Beckley, Rochester, N. Y. Edward N. Gibbs, Norwich, Conn.
Chas. L. Hubbard, Norwich, Conn. Benj. Strong, New York City. Frank
W. Brightman, Fall River, Mass. Robert S. Goff, Fall River, Mass. M. H.
Briggs, Rochester, N. Y.

We hereby certify that the statements contained in the foregoing report
are full, just and true.

F. S. STEVENS,
J. N. BECKLEY,
EDWARD N. GIBBS,
CHARLES L. HUBBARD,
M. G. B. SWIFT,
ROBERT S. GOFF,
FRANK W. BRIGHTMAN,
BENJ. STRONG,

Directors.

HERBERT H. READ,

Treasurer.

JOHN H. BOWKER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 17, 1896. Then personally appeared the above-
named F. S. Stevens, Robert S. Goff, Frank W. Brightman, Herbert H.
Read, John H. Bowker and M. G. B. Swift, and severally made oath that
the foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me,

HENRY H. EARL,

Justice of the Peace.

STATE OF NEW YORK.

NEW YORK COUNTY, ss. Oct. 20, 1896. Then personally appeared
the above-named Edward N. Gibbs and Benjamin Strong, and severally made
oath that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

JOHN E. MOONEY,

Notary Public, Kings County.

Certificate filed in New York County.

STATE OF NEW YORK.

COUNTY OF MONROE, CITY OF ROCHESTER, ss. OCT. 23, 1896. Then personally appeared the above-named John N. Beckley, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GERTRUDE WATKEYS,

Commissioner of Deeds in and for said City of Rochester.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. NORWICH, Oct. 26, 1896. Then personally appeared the above-named Charles L. Hubbard, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

STEPHEN B. MEECH,

Notary Public.

REPORT

OF THE

GLOUCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$64,776 80
Operating expenses,	42,489 38
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$22,387 42
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	3,470 96
Taxes,	2,183 40
Rental of leased railway: Gloucester & Rockport,	1,800 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	10,454 36
NET DIVISIBLE INCOME,	\$11,883 06
Dividends declared (6 per cent),	10,800 00
Surplus for year ending September 30, 1896,	\$1,083 06
Amount of surplus September 30, 1895,	34,859 45
	\$35,942 51
Additions during the year,	\$7 90
Deductions during the year,	38 82
NET DEDUCTION FOR THE YEAR,	25 92
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$35,916 59
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$63,987 55
Receipts from rentals of buildings and other property,	500 00
Receipts from advertising in cars,	250 56
Receipts from interest on deposits,	88 69
GROSS EARNINGS FROM OPERATION,	\$64,776 80

EXPENSES OF OPERATION.

General expenses :

Salaries of general officers and clerks,	\$2,000 00
General office expenses and supplies,	400 00
Legal expenses,	750 00
Insurance,	1,200 00
Other general expenses,	300 00

Maintenance of roadway and buildings :

Repair of roadbed and track,	2,500 00
Repair of electric line construction,	300 00
Removal of snow and ice,	300 00
Repair of buildings,	200 00

Maintenance of equipment :

Repair of cars and other vehicles,	1,000 00
Repair of electric equipment of cars,	3,500 00

Transportation expenses :

Cost of electric motive power,	11,500 00
Wages and compensation of persons employed in conducting transportation,	16,200 00
Damages for injuries to persons and property,	27 00
Tolls for trackage rights over other railways,	100 00
Other transportation expenses,	2,000 00

TOTAL OPERATING EXPENSES,	\$42,430 00
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PROPERTY ACCOUNTS.

Additions to railway : extension of railway and tracks,	\$1,600 00
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Additions to equipment :

Additional cars (1 in number),	\$1,687 23
Electric equipment of same,	816 05
Other additional equipment,	3,384 67

TOTAL ADDITIONS TO EQUIPMENT,	5,887 95
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$7,493 95
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Dr.

Cost of railway :

Roadbed and tracks,	\$120,933 15
Electric line construction, including poles, wiring, feeder lines, etc.,	42,662 51
Interest accrued during construction of railway,	8,770 48
Salaries, engineering and other expenses incident to construction,	4,879 52

TOTAL COST OF RAILWAY OWNED,	\$172,245 66
--	--------------

Cost of equipment :

Cars and other rolling stock and vehicles,	\$26,266 94
Electric equipment of same,	59,242 96
Horses,	430 00

TOTAL COST OF EQUIPMENT OWNED,	85,939 90
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Cost of land and buildings :		
Land necessary for operation of railway, .	\$2,711 00	
Electric power stations, including equipment, .	42,133 13	
Other buildings necessary for operation of railway,	15,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		\$59,844 18
TOTAL PERMANENT INVESTMENTS,		\$318,029 69
Cash and current assets :		
Cash,	\$3,453 53	
Bills and accounts receivable,	6,738 41	
TOTAL CASH AND CURRENT ASSETS,		10,191 94
Miscellaneous assets : materials and supplies,		1,520 06
TOTAL,		\$329,741 69
LIABILITIES.		Cr.
Capital stock,		\$180,000 00
Funded debt,		60,000 00
Current liabilities : loans and bills payable,		50,500 00
Accrued liabilities :		
Taxes accrued and not yet due,	\$1,525 10	
Rentals accrued and not yet due,	1,800 00	
TOTAL ACCRUED LIABILITIES,		3,325 10
Profit and Loss balance (surplus),		35,916 59
TOTAL,		\$329,741 69

CAPITAL STOCK.		
Capital stock authorized by law,	\$180,000 00	
Capital stock authorized by votes of company,	180,000 00	
Capital stock issued and outstanding,		\$180,000 00
Number of shares issued and outstanding,	1,800	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$180,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	1907,	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,279,711
Number carried per mile of main railway track operated,	123,405
Number of round trips run,	32,984
Number of car miles run,	257,613
Average number of persons employed,	88

EQUIPMENT OWNED.

207 passenger cars equipped for electric power.	-	-	-
1 passenger car equipped for electric power.	-	-	-
<hr/>			
Total Passenger Cars of All Kinds.	-	-	2
Number of all motor cars with 4 wheels.	-	-	2
Number of motor cars equipped with handbrakes.	-	-	2
Commuter cars and other street cars.	-	-	-
Tram cars.	-	-	-
Light and power cars.	-	-	-
For use of power: 1 walking, 1 power wagon.	-	-	-
Electric motor.	-	-	-
Motor.	-	-	-
Electric power: 1 single, 1.	-	-	-

RAILWAY OWNED AND OPERATED BY ELECTRIC POWER.

RAILWAY OWNED, ETC.	Owned.	Trackage over other Railroads.	
		Miles.	Feet.
Length of railway line.	9.500	1.200	1.200
Tram cars of all kinds owned, etc.	9.500	1.200	1.200
Length of bridges, viaducts, etc.	9.500	1.200	1.200
<hr/>			
Total Length, computed as single track.	9.500	1.200	1.200

System of electric motive power in use by the company: General Electric Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Gloucester.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Ex. vi.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad.	1	1
With Rockport Granite Company.	1	1
<hr/>		
TOTAL NUMBER OF TRACKS AT CROSSINGS.	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	-	-	-	-	-
Employees.	-	-	-	-	-	-
Other persons.	1	-	-	-	1	-
<hr/>						
TOTAL.	1	-	-	-	1	-

STATEMENT OF EACH ACCIDENT.

July 11, 1896. — A team containing a gentleman and several children collided with a car, and one of the children was thrown under the car and fatally injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER STREET RAILWAY COMPANY,
GLOUCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. Albert D. Bosson, *Treasurer*, Ames Building, Boston, Mass. David S. Presson, *Clerk of Corporation*, Gloucester, Mass. Albion R. Hallowell, *Superintendent*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. Albert D. Bosson, Chelsea, Mass. John H. Cunningham, Chelsea, Mass. David S. Presson, Gloucester, Mass. Albion R. Hallowell, Gloucester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLARD B. FERGUSON,
DAVID S. PRESSON,
ALBION R. HALLOWELL,
J. H. CUNNINGHAM,

Directors.

ALBION R. HALLOWELL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1896. Then personally appeared the above-named Willard B. Ferguson, David S. Presson, Albion R. Hallowell and J. H. Cunningham, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		\$54,400
Operating expenses,		50,000
		\$4,400
GROSS INCOME ABOVE OPERATING EXPENSES,		\$4,400
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and		
loans,	\$3,714 91	
Taxes,	3,865 73	
		\$7,580 64
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		\$7,580 64
		\$1,819 36
NET DIVISIBLE INCOME,		\$1,819 36
Dividends declared (4 per cent),		727 74
		\$1,091 62
Surplus for year ending September 30, 1896,		\$1,091 62
Amount of surplus September 30, 1895,		727 74
		\$1,819 36
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$1,819 36

EARNINGS FROM OPERATION.

Receipts from passengers carried,		\$54,400
Receipts from tolls for use of tracks by other companies,		0
Receipts from advertising in cars,		0
		\$54,400
GROSS EARNINGS FROM OPERATION,		\$54,400

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,		\$1,000
General office expenses and supplies,		500
Insurance,		100
Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$1,000
Repair of electric line construction,		200
Removal of snow and ice,		200
Maintenance of equipment:		
Repair of cars and other vehicles,		\$1,000
Repair of electric equipment of cars,		200

Transportation expenses:

Cost of electric motive power,	\$9,407 57
Wages and compensation of persons employed in conducting transportation,	18,192 85
Damage for injuries to persons and property,	428 50
Tolls for trackage rights over other railways,	898 82
Other transportation expenses: track oil, waste, chimneys, lamps, amusements, etc.,	807 60
TOTAL OPERATING EXPENSES,	\$38,531 11

PROPERTY ACCOUNTS.**Additions to railway:**

Extension of railway and tracks and new electric line construction to Ipswich by contract (length, 30,360 feet),	\$59,219 85
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Additions to equipment:

Additional cars (7 in number, with trucks),	\$7,821 02
Electric equipment of same,	6,015 12
Other additional equipment,	5,148 41

TOTAL ADDITIONS TO EQUIPMENT,	18,984 55
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Additions to land and buildings:

Additional land necessary for operation of railway,	\$424 90
Additional equipment of power stations,	874 13
Other new buildings necessary for operation of railway,	1,723 01

TOTAL ADDITIONS TO LAND AND BUILDINGS,	8,022 04
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$81,225 94
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.**ASSETS.****DR.****Cost of railway:**

Roadbed and tracks,	\$182,640 82
Electric line construction, including poles, wiring, feeder lines, etc.,	82,407 58
Salaries, engineering and other expenses incident to construction,	7,115 23

TOTAL COST OF RAILWAY OWNED,	\$272,163 63
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Cost of equipment:

Cars and other rolling stock and vehicles,	\$24,821 02
Electric equipment of same,	21,080 42
Other items of equipment,	5,925 88

TOTAL COST OF EQUIPMENT OWNED,	51,827 27
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Cost of land and buildings:

Land necessary for operation of railway,	\$4,024 90
Electric power stations, including equipment,	53,404 27
Other buildings necessary for operation of railway,	11,781 93

TOTAL, COST OF LAND AND BUILDINGS OWNED,	69,211 10
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TOTAL PERMANENT INVESTMENTS,	\$393,202 00
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Cash and current assets :

Cash,	\$6,635 40
Bills and accounts receivable,	2,231 31
Other cash and current assets :	
Interest paid in advance,	1,000 00
Unexpired insurance,	356 00

TOTAL CASH AND CURRENT ASSETS,	\$10,222 71
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Miscellaneous assets : materials and supplies,	3,272 32
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TOTAL,	\$406,697 32
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LIABILITIES.**CR.**

Capital stock,	\$250,000 00
Current liabilities : loans and bills payable,	147,980 71
Profit and Loss balance (surplus),	8,716 62
TOTAL,	\$406,697 32

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	23	
Number of stockholders in Massachusetts,	23	
Amount of stock held in Massachusetts,	\$250,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,114,245
Number carried per mile of main railway track operated,	49,655
Number of round trips run,	9,110
Number of car miles run,	304,853
Average number of persons employed,	3

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	7
Open passenger cars equipped for electric power,	16
TOTAL PASSENGER CARS OF ALL KINDS,	23
Number of all above cars with 4 wheels,	23
Number of electric cars equipped with fenders,	23
Snow ploughs,	6
Other vehicles : 1 democrat wagon.	
Electric motors,	46
Horses,	1
Harnesses, single,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	22.260	.190	22.450
Total length of main track owned, etc.,	22.260	.190	22.450
Length of sidings, switches, etc., . . . . .	.640	-	.640
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	22.900	.190	23.090

System of electric motive power in use by the company : single trolley ; Gen-
eral Electric and Walker Manufacturing Company.

Names of the several cities and towns in which the railways operated by the
company are located : Beverly, Wenham, Hamilton, Essex, Ipswich and
Gloucester.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz. :		
With Boston & Maine Railroad, Essex Branch, at Hamilton,	1	1
With Boston & Maine Railroad, Beverly, at Montserrat station,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	-	-	2
Employees,	-	2	-	-	-	2
Other persons,	-	2	-	-	-	2
TOTALS,	-	6	-	-	-	6

STATEMENT OF EACH ACCIDENT.

February 26, 1896. — Car frightened horse, throwing two people from the
team, badly shaking them up.

July 3. — Woman tripped over satchel in car, slightly bruising her face.

May 30. — Conductor knocked from the car by pole, slightly injuring his
head.

September 30. — Two cars came together on curve ; motorman badly shaken
up and woman hurt her knee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY
Essex, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. B. Ferguson, *President*, Malden, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, Malden, Mass. W. A. Larrabee, *Superintendent*, Essex, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. B. Ferguson, Malden, Mass. N. Sumner Myrick, Boston, Mass. Frank J. Perkins, Malden, Mass. E. R. McPherson, Boston, Mass. N. E. Morton Lawrence, Mass. Robert Redford, Lawrence, Mass. A. B. Bruce, Lawrence, Mass. Albert D. Bosson, Chelsea, Mass. Chas. A. Richardson, Worcester, Mass. C. L. Clafin, Hopkinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
ALEXANDER B. BRUCE,
ROB'T REDFORD,
FRANK J. PERKINS,
E. R. MCPHERSON,
N. SUMNER MYRICK,

Directors.

GEO. A. BUTMAN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1896. Then personally appeared the above-named W. B. Ferguson, Alexander B. Bruce, Frank J. Perkins, E. R. McPherson, N. Sumner Myrick and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1896. Then personally appeared the above-named Robert Redford, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

EDWARD H. LOUNSBURY,

Justice of the Peace.

REPORT

OF THE

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Gloucester.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of railway,	\$1,800 00
Dividends declared (6 per cent on capital stock),	\$1,800 00
Amount of surplus September 30, 1895,	\$2,383 90
Additions during the year: receipts in October, 1895,	\$87 00
Deductions during the year:	
Bills, 1895,	\$526 16
Deduction on railway,	144 74
TOTAL DEDUCTIONS,	670 90
NET DEDUCTION FOR THE YEAR,	583 90
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,800 00
PROPERTY ACCOUNTS.	
Additions to railway,	\$406 82
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$406 82
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: railway,	144 74
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$262 08
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$17,117 34
Electric line construction, including poles, wiring, feeder lines, etc.,	1,500 00
Salaries, engineering and other expenses incident to construction,	382 66
TOTAL COST OF RAILWAY OWNED,	\$19,000 00

Cost of equipment:

Cars and other rolling stock and vehicles.	\$1,700,000	00
Electric equipment of same.	2,100,000	00

Total Cost of Equipment Owned. \$3,800,000 00

Cost of land and buildings:

Land necessary for operation of railway.	\$11,000,000	00
Other buildings necessary for operation of railway.	5,000,000	00

Total Cost of Land and Buildings Owned. \$16,000,000 00

Total Permanent Investments. \$19,800,000 00

Cash and current assets: bills and accounts receivable. \$1,200,000 00

Total. \$21,000,000 00

LIABILITIES. \$21,000,000 00

Capital stock. \$10,000,000 00

Current liabilities: loans and bills payable. \$1,000,000 00

Profit and Loss balance surplus. \$10,000,000 00

Total. \$21,000,000 00

CAPITAL STOCK.

Capital stock authorized by law. \$20,000,000 00

Capital stock authorized by votes of company. 20,000,000 00

Capital stock issued and outstanding. \$10,000,000 00

Number of shares issued and outstanding. 200,000

Number of stockholders. 1,000

Number of stockholders in Massachusetts. 1,000

Amount of stock held in Massachusetts. \$10,000,000 00

EQUIPMENT OWNED.

Box passenger cars equipped for electric power. 1

Open passenger cars equipped for electric power. 1

Total Passenger Cars of all kinds. 2

Number of all above cars with 4 wheels. 2

Electric motors. 1

RAILWAY OWNED AND OPERATED BY ELECTRIC POWER.

Length of single line. 1.1 miles

Length of double line owned. 1.1 miles

Length of single line owned. 1.1 miles

Length of single line owned & single track. 1.1 miles

COMPANY NAME AND ADDRESS OF THE COMPANY

THE CENTRAL & BOSTON STREET RAILWAY COMPANY

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert D. Bosson, *President*, Ames Building, Boston, Mass. David S. Presson, *Treasurer and Clerk of Corporation*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert D. Bosson, Chelsea, Mass. John H. Cunningham, Chelsea, Mass. Willard B. Ferguson, Malden, Mass. David S. Presson, Gloucester, Mass. Albion R. Hallowell, Gloucester, Mass. Francis W. Homans, Gloucester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLARD B. FERGUSON,
DAVID S. PRESSON,
ALBION R. HALLOWELL,
J. H. CUNNINGHAM,

Directors.

DAVID S. PRESSON,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1896. Then personally appeared the above-named Willard B. Ferguson, David S. Presson, Albion R. Hallowell and J. H. Cunningham, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		\$34,857
Operating expenses,		19,111
GROSS INCOME ABOVE OPERATING EXPENSES,		\$15,746
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	\$6,123 83	
Taxes,	893 61	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .		6,517
Net divisible income,		\$9,229
Dividends declared (8* per cent),		5,590
Surplus for year ending September 30, 1896,		\$4,000
Amount of surplus September 30, 1895,		5,590
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$9,229

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$33,400
Receipts from rentals of buildings and other property,	1,100
Receipts from advertising in cars,	357
GROSS EARNINGS FROM OPERATION,	\$34,857

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,		\$2,010
General office expenses and supplies,		1,900
Insurance,		410
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,530
Repair of electric line construction,		210
Removal of snow and ice,		145
Repair of buildings,		0

* 5 per cent on \$50,000 and 3 per cent on \$90,000 capital stock.

Maintenance of equipment:	
Repair of cars and other vehicles,	\$674 82
Repair of electric equipment of cars,	728 17
Transportation expenses:	
Cost of electric motive power,	3,506 52
Wages and compensation of persons employed in conducting transportation,	7,185 21
Other transportation expenses: oil, waste, tickets, amusements,	808 12
TOTAL OPERATING EXPENSES,	\$19,110 86

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of railway and tracks (length, 37,276.8 feet),	\$53,989 17
New electric line construction (length, 37,276.8 feet),	11,000 00
Salaries, engineering and other expenses incident to construction,	1,865 85
TOTAL ADDITIONS TO RAILWAY,	\$66,805 02
Additions to equipment:	
Additional cars (7 in number),	\$7,134 81
Electric equipment of same,	7,882 75
Other additional equipment,	2,358 98
TOTAL ADDITIONS TO EQUIPMENT,	17,376 54
Additions to land and buildings:	
New electric power stations, including machinery, etc.,	\$15,000 00
Other new buildings necessary for operation of railway, and land,	1,187 95
TOTAL ADDITIONS TO LAND AND BUILDINGS,	16,187 95
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$100,369 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS. DR.

Cost of railway:	
Roadbed and tracks, including bridge across Connecticut River,	\$130,045 17
Electric line construction, including poles, wiring, feeder lines, etc.,	20,000 00
Salaries, engineering and other expenses incident to construction,	2,371 35
TOTAL COST OF RAILWAY OWNED,	\$152,416 52
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$14,134 81
Electric equipment of same,	15,082 75
Other items of equipment,	2,647 84
TOTAL COST OF EQUIPMENT OWNED,	31,865 40

Cost of land and buildings :				
Land necessary for operation of railway, and buildings,			\$10,353 79	
Electric power stations, including equipment,			15,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,				\$25,353 79
TOTAL PERMANENT INVESTMENTS,				\$209,635 71
Cash and current assets :				
Cash,			\$18,748 69	
Bills and accounts receivable,			13 54	
TOTAL CASH AND CURRENT ASSETS,				18,762 23
Miscellaneous assets : materials and supplies,				325 71
TOTAL,				\$228,725 44
LIABILITIES.				
				CR.
Capital stock,				\$100,000 00
Funded debt,				40,000 00
Current liabilities : loans and bills payable,				79,100 00
Profit and Loss balance (surplus),				9,625 44
TOTAL,				\$228,725 44
CAPITAL STOCK.				
Capital stock authorized by law,			\$100,000 00	
Capital stock authorized by votes of company,			100,000 00	
Capital stock issued and outstanding,				\$100,000 00
Number of shares issued and outstanding,			1,000	
Number of stockholders,			30	
Number of stockholders in Massachusetts,			30	
Amount of stock held in Massachusetts,			\$100,000 00	
FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds, 20 years,	5	-	\$40,000 00	-
VOLUME OF TRAFFIC.				
Number of passengers carried during the year,				70,125
Number carried per mile of main railway track operated,				54 1/2
Number of round trips run,				12 1/2
Number of car miles run,				16 1/2
Average number of persons employed,				12 1/2
Number of passengers carried before the purchase (June 1, 1896) of the Montague,				44 1/2
Number carried per mile of main railway track operated,				7 1/2
Number of passengers carried after the purchase of the Montague,				25 1/2
Number carried per mile of main railway track operated,				14 1/2

EQUIPMENT OWNED.

Box passenger cars equipped for electric power, . . .	5
Open passenger cars equipped for electric power, . . .	8
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . .	13
Construction, repair and other work cars, . . .	1
Snow ploughs,	1
Electric motors,	24
Other items of equipment: extra armature and duplicate electrical parts.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	12.860 miles.
Total length of main track owned,	12.860 "
Length of sidings, switches, etc., . . . . .	.410 "
Total length, computed as single track,	13.270 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Fitchburg Railroad on main road to Turner's Falls, . . .	1	1

Number of above crossings at which frogs are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank E. Lowe, *President*, Greenfield, Mass. Charles E. Dresser, *Treasurer and Clerk of Corporation*, Leominster, Mass. H. C. Garfield, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. E. Dresser, Leominster, Mass. Chas. E. Hudson, Leominster, Mass.
Alexander S. Paton, Leominster, Mass. Frank E. Lowe, Greenfield, Mass.
W. S. Reed, Leominster, Mass. E. A. Hall, Greenfield, Mass. N. S. Cutler,
Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. E. DRESSER,
CHAS. E. HUDSON,
ALEXANDER S. PATON,
FRANK E. LOWE,
E. A. HALL,
N. S. CUTLER,

Directors.

CHAS. E. DRESSER,

Treasurer.

HARRY C. GARFIELD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. GREENFIELD, Nov. 3, 1896. Then personally appeared the above-named Frank E. Lowe, E. A. Hall, N. S. Cutler and Harry C. Garfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN D. BOWKER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 4, 1896. Then personally appeared the above-named Chas. E. Dresser, Alexander S. Paton and Chas. E. Hudson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. J. LOTHROP,

Justice of the Peace.

REPORT

OF THE

HANOVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation June 17, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,594 76
Operating expenses,	6,930 52
NET DEFICIT FROM OPERATION,	\$1,335 76
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$90 00
Taxes,	190 86
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	280 86
Deficit for year ending September 30, 1896,	\$1,616 62
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$1,616 62
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,541 96
Receipts from tolls for use of tracks by other companies, .	52 80
GROSS EARNINGS FROM OPERATION,	\$5,594 76
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$81 00
General office expenses and supplies,	467 32
Insurance,	790 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	44 75
Repair of electric line construction,	17 64
Repair of buildings,	78 44
Maintenance of equipment:	
Repair of cars and other vehicles,	63 55
Repair of electric equipment of cars,	126 52
Transportation expenses:	
Cost of electric motive power,	2,443 20
Wages and compensation of persons employed in conducting transportation,	2,458 39
Tolls for trackage rights over other railways,	326 71
Other transportation expenses,	33 00
TOTAL OPERATING EXPENSES,	\$6,930 52

STATE BOARD OF RAILROAD COMMISSIONERS

ASSETS		Dr	
Cash, 12.31.96			
Capital stock		\$50,000 00	
Surplus		1,100 00	
Reserve fund		1,100 00	
Investments		1,100 00	
Total			\$53,300 00
Real Estate			
Land		\$5,000 00	
Buildings		1,100 00	
Other		1,100 00	
Total			\$7,200 00
Investments			
Land		\$5,000 00	
Buildings		1,100 00	
Other		1,100 00	
Total			\$7,200 00
Total Assets			\$60,500 00
LIABILITIES		Cr	
Capital stock			\$50,000 00
Current liabilities:			
Loans and bills payable		\$6,352 29	
Rentals unpaid (including rentals due October 1,		326 71	
Total Current Liabilities			\$6,679 00
Accrued liabilities: taxes accrued and not yet due,			1,100 00
Total			\$56,679 00
CAPITAL STOCK			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock issued and outstanding,		\$49,200 00	
Number of shares issued and outstanding,	492		
Number of stockholders,	119		
Number of stockholders in Massachusetts,	118		
Amount of stock held in Massachusetts,	\$49,100 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	101,757
Number carried per mile of main railway track operated,	15.77
Number of round trips run,	7.4
Number of car miles run,	29,400
Average number of persons employed,	
Company commenced operation June 17, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power, . . .	2
Open passenger cars equipped for electric power, . . .	4
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . .	6
Number of all above cars with 4 wheels, . . .	4
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	5.055	1.422	6.477
Total length of main track owned, etc.,	5.055	1.422	6.477
Length of sidings, switches, etc., . . . . .	.192	-	.192
	<hr/>	<hr/>	<hr/>
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	5.247	1.422	6.669

System of electric motive power in use by the company: Westinghouse.
Names of the several cities and towns in which the railways operated by the
company are located: Rockland, Hanover and Norwell.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HANOVER STREET RAILWAY COMPANY,
53 STATE STREET, ROOM 313, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles W. Grose, *President*, Norwell, Mass. Charles H. Killam, *Vice-
President*, Hanover, Mass. Richard H. Jenness, *Treasurer and Clerk of Corpo-
ration*, Boston, Mass. George F. Morse, *Superintendent*, Hanover, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles W. Grose, Norwell, Mass. Charles H. Killam, Hanover, Mass.
Richard H. Jenness, Boston, Mass. Charles L. Stevens, Rockland, Mass.
George Whiting, Boston, Mass. Fred C. Hinds, Newton, Mass. M. A.
Coolidge, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

CHARLES W. GROSE,
CHAS. H. KILLAM,
RICHARD H. JENNESS,
FRED C. HINDS,
CHARLES L. STEVENS,
MARCUS A. COOLIDGE,
GEORGE WHITING,
Directors.
RICHARD H. JENNESS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 10, 1896. Then personally appeared the above-named Chas. W. Grose, Chas. H. Killam, Richard H. Jenness, Fred C. Hilditch and Charles L. Stevens, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD.

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1896. Then personally appeared the above-named Marcus A. Coolidge and George Whiting, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD.

Justice of the Peace.

REPORT

OF THE

Haverhill & Amesbury Street Railway Company

For the Year Ending September 30, 1896.

General Exhibit for the Year.	
Gross earnings from operation,	\$99,047 70
Operating expenses,	70,866 18
Gross Income Above Operating Expenses,	\$28,181 52
Charges upon income accrued during the year :	
Interest on funded debt, \$15,000 00	
Interest and discount on unfunded debts and loans, 11,490 31	
Taxes, 1,399 34	
Total Charges and Deductions from Income,	27,889 65
Surplus for year ending September 30, 1896,	\$291 87
Amount of surplus September 30, 1895,	14,688 62
Total Surplus September 30, 1896,	\$14,980 49
Earnings from Operation.	
Receipts from passengers carried,	\$97,464 47
Receipts from rentals of buildings and other property,	1,183 23
Receipts from advertising in cars,	400 00
Gross Earnings from Operation,	\$99,047 70
Expenses of Operation.	
General expenses :	
Salaries of general officers and clerks,	\$2,846 00
General office expenses and supplies,	1,967 41
Insurance,	3,903 25
Maintenance of roadway and buildings :	
Repair of roadbed and track,	5,610 03
Repair of electric line construction,	366 79
Removal of snow and ice,	1,443 87
Repair of buildings,	562 42
Maintenance of equipment :	
Repair of cars and other vehicles,	5,099 13
Repair of electric equipment of cars,	5,551 56
Renewal of horses,	72 00
Repairs of engines and boilers,	1,835 81

Transportation expenses :		
Provender,		\$829 13
Cost of electric motive power,		16,568 57
Wages and compensation of persons employed in conducting transportation,		21,103 11
Damages for injuries to persons and property,		469 30
Tolls for trackage rights over other railways,		318 43
Other transportation expenses: oil, waste, track oil, lamp chimneys, amusements, etc.,		2,319 07
TOTAL OPERATING EXPENSES,		\$70,866 15

PROPERTY ACCOUNTS.		
Additions to railway: new paving and grading,		\$2,526 14
Additions to equipment:		
Electric equipment,	\$3,112 27	
Other additional equipment,	1,963 43	
TOTAL ADDITIONS TO EQUIPMENT,		5,075 70
Additions to land and buildings: additional equipment of power stations,		18 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$7,619 84

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$145,382 79	
Electric line construction, including poles, wiring, feeder lines, etc.,	43,767 75	
Interest accrued during construction of railway,	9,506 88	
Salaries, engineering and other expenses incident to construction,	3,747 48	
Other railways (original cost, \$300,526.81; purchased for \$330,526.81, less \$12,000 deducted for depreclation),	318,526 81	
TOTAL COST OF RAILWAY OWNED,		\$520,931 71
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$15,155 84	
Electric equipment of same,	52,829 49	
Other items of equipment,	13,891 58	
TOTAL COST OF EQUIPMENT OWNED,		81,877 91
Cost of land and buildings :		
Land necessary for operation of railway,	\$1,448 68	
Electric power stations, including equipment,	43,777 60	
Other buildings necessary for operation of railway,	9,070 34	
TOTAL COST OF LAND AND BUILDINGS OWNED,		54,296 62
TOTAL PERMANENT INVESTMENTS,		\$657,105 24

Cash and current assets :		
Cash,	\$2,196 78	
Bills and accounts receivable,	7,072 55	
Other cash and current assets :		
Interest paid and not yet due,	1,300 00	
Unexpired insurance,	1,600 00	
TOTAL CASH AND CURRENT ASSETS,		\$12,169 33
Miscellaneous assets : materials and supplies,		5,439 00
TOTAL,		\$674,713 57
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Funded debt,		329,500 00
Current liabilities : loans and bills payable,		176,483 08
Accrued liabilities : interest accrued and not yet due,		3,750 00
Profit and Loss balance (surplus),		14,980 49
TOTAL,		\$674,713 57

CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$148,500 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage gold bonds (\$300,000), First mortgage gold bonds of Black Rocks & Salisbury Beach Street Railway Company (\$122,000), for which \$122,000 Haverhill & Ames- bury Street Railway Company's first mortgage bonds are held in trust to take up or exchange for the same,	5	1912, . . .	\$178,000 00	\$8,900 00
Five-year debenture notes (\$150,000), \$120,500 being pledged as collateral security for company's notes,	5	1911, . . .	122,000 00	6,100 00
	7	1898, . . .	29,500 00	2,065 00
TOTALS,			\$329,500 00	\$17,065 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,453,567
Number carried per mile of main railway track operated,	44,752
Number of round trips run,	14,652
Number of car miles run,	401,160
Average number of persons employed,	50

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	1	
Box passenger cars equipped for electric power,	14	
Total,		15
Open passenger cars equipped for horse power,	20	
Open passenger cars equipped for electric power,	21	
Total,		41
TOTAL PASSENGER CARS OF ALL KINDS,		56
Number of all above cars with 4 wheels,		56
Number of electric cars equipped with fenders,		25
Construction, repair and other work cars,		3
Snow ploughs,		7
Carts and snow sleds,		4
Other vehicles: 1 Concord wagon.		
Electric motors,		57
Horses,		10
Harnesses (double),		18

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	32.050	.430	32.480
Total length of main track,	32.050	.430	32.480
Length of sidings, switches, etc.,	1.000	-	1.000
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	33.050	.430	33.480

MOTIVE POWER.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	By Steam Power.	Total operated.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	5	22.73	4.75	32.48
Total length of main track,	5	23.73	4.75	33.48
Length of sidings, switches, etc.,	-	-	-	1.00
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	-	-	-	33.48

System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury, Newburyport and Newbury.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Boston & Maine Railroad, Amesbury Branch,	1	1
With Boston & Maine Railroad, Salisbury Depot,	2	1
With Boston & Maine Railroad, Water Street, Newburyport, . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	3

Number of above crossings at which frogs are inserted in the tracks, . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	-	1	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	7	-	1	-	8

STATEMENT OF EACH ACCIDENT.

December 23, 1895. — Car going across Newburyport bridge struck wagon, injuring occupants slightly.

February 10, 1896. — Man intoxicated fell from car; slightly injured.

March 20. — Car left track, and woman hurt her back by sliding from seat.

May 30. — Car left track, and man injured leg slightly.

August 23. — Two cars came together on a down grade; one man injured back, one woman injured back, boy slightly injured neck.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. Goss, *President*, Amesbury, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, Malden, Mass. L. E. Lynde, *Superintendent*, Merri-
mac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. Goss, Amesbury, Mass. W. B. Ferguson, Malden, Mass. E. P. Shaw, Newburyport, Mass. J. H. Cunningham, Chelsea, Mass. Albert E. Pond, West Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
J. H. CUNNINGHAM,
E. P. SHAW,

Directors.

GEO. A. BUTMAN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 5, 1896. Then personally appeared the above-named W. B. Ferguson, J. H. Cunningham, E. P. Shaw and Geo. A. Butman, all severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation July 2, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,817 80
Operating expenses,	3,585 00
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$4,282 80
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$19 95
Taxes,	151 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	170 95
NET DIVISIBLE INCOME,	\$4,111 85
Dividends declared (4 per cent),	2,400 00
Surplus for year ending September 30, 1896,	\$1,711 85
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,711 85
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,817 80
GROSS EARNINGS FROM OPERATION,	\$7,817 80
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$242 00
General office expenses and supplies,	182 22
Insurance,	230 48
Maintenance of roadway and buildings : repair of roadbed and track,	9 30
Maintenance of equipment :	
Repair of cars and other vehicles,	12 78
Repair of electric equipment of cars,	86 58

Transportation expenses:

Cost of electric motive power,	\$1,171 11
Wages and compensation of persons employed in conducting transportation,	127 00
Damages for injuries to persons and property,	2 00
Tolls for trackage rights over other railways,	00 00
Other transportation expenses: oil, waste, chimneys, etc.,	00 00

TOTAL OPERATING EXPENSES,

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$58,189 84	
Electric line construction, including poles, wiring, feeder lines, etc.,	15,069 82	
Salaries, engineering and other expenses incident to construction,	4,106 37	
TOTAL COST OF RAILWAY OWNED,		\$77,365 03
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$6,369 44	
Electric equipment of same,	4,923 73	
Other items of equipment,	780 98	
TOTAL COST OF EQUIPMENT OWNED,		12,074 15
Cost of land and buildings:		
Land necessary for operation of railway,	\$500 00	
Buildings necessary for operation of railway,	4,647 36	
TOTAL COST OF LAND AND BUILDINGS OWNED,		5,147 36
TOTAL PERMANENT INVESTMENTS,		\$94,586 54
Cash and current assets: cash,		
TOTAL,		\$99,733 90
LIABILITIES.		Cr.
Capital stock,		\$60,000 00
Current liabilities: loans and bills payable,		34,183 90
Profit and Loss balance (surplus),		1,549 00
TOTAL,		\$95,732 90

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	21	
Number of stockholders in Massachusetts,	21	
Amount of stock held in Massachusetts,	\$60,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	156,308
Number carried per mile of main railway track operated,	25,540
Number of round trips run,	2,765
Number of car miles run,	83,731
Average number of persons employed,	8
Company commenced operation July 2, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	3
TOTAL PASSENGER CARS OF ALL KINDS,	
Number of all above cars with 4 wheels,	6
Number of electric cars equipped with fenders,	6
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	5.640	.480	6.120
Total length of main track owned, etc.,	5.640	.480	6.120
Length of sidings, switches, etc., . . . . .	.190	-	.190
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	5.830	.480	6.310

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Haverhill, Bradford, Groveland and Georgetown.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

July 8, 1896. — Intoxicated man struck by car, slightly scratching his face
and bruising his knee.
July 31. — Intoxicated man struck by car ; bruised about the shoulders.

August 19. — Woman stepped from car while in motion. ~~injured~~ and side.

September 9. — Two cars came together on curve, accident caused ~~by~~ very rail; no one as yet claims to have been injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY.
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. E. Barnes, *President*, Plymouth, Mass. Jas. F. Shaw, *Treasurer*, Newburyport, Mass. E. B. Fuller, *Clerk of Corporation and General Agent*, Haverhill, Mass. Isaac B. White, *Superintendent*, Georgetown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. E. Barnes, Plymouth, Mass. Jas. F. Shaw, Newburyport, Mass. H. B. Newton, Haverhill, Mass. A. S. Paton, Leominster, Mass. Frank E. Lowe, Greenfield, Mass. Walter M. Brewster, Georgetown, Mass. H. L. Pierce, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
 JAS. F. SHAW,
 HARRY L. PIERCE,
 WALTER M. BREWSTER.

Directors.

JAS. F. SHAW,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 18, 1896. Then personally appeared the above named Charles E. Barnes, Jas. F. Shaw, Harry L. Pierce and Walter M. Brewster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

HINGHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation May 27, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$24,017 49
Operating expenses,	20,526 87
GROSS INCOME ABOVE OPERATING EXPENSES,.	\$3,491 12
Charges upon income accrued during the year :	
Interest on funded debt,	\$2,033 34
Taxes,	453 85
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,.	2,487 19
Surplus for year ending September 30, 1896,	\$1,003 93
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,003 93
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$22,584 19
Receipts from advertising in cars,	12 50
Receipts from interest on deposits,	115 21
Other earnings from operation :	
Power to Hanover Street Railway Company,	90 34
Superintendence, power, storage and loan of equipment to Hull Street Railway Company,	1,215 25
GROSS EARNINGS FROM OPERATION,	\$24,017 49
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$942 13
General office expenses and supplies,	1,035 73
Legal expenses,	500 00
Insurance,	1,099 18
Other general expenses :	
Amusements,	400 00
Water rent,	180 02

Maintenance of roadway and buildings:									
Repair of roadbed and track,	.	.	.	.	.	.	.	.	.
Repair of electric line construction,	.	.	.	.	.	.	.	.	.
Maintenance of equipment:									
Repair of cars and other vehicles,	.	.	.	.	.	.	.	.	.
Repair of electric equipment of cars,	.	.	.	.	.	.	.	.	.
Transportation expenses:									
Cost of electric motive power,	.	.	.	.	.	.	.	.	.
Wages and compensation of persons employed in conducting transportation,	.	.	.	.	.	.	.	.	.
Damages for injuries to persons and property,	.	.	.	.	.	.	.	.	.
Tolls for trackage rights over other railways,	.	.	.	.	.	.	.	.	.
Other transportation expenses:									
Repairs to steam plant,	.	.	.	.	.	.	.	.	.
Oils for electrical equipment,	.	.	.	.	.	.	.	.	.
TOTAL OPERATING EXPENSES,	.	.	.	.	.	.	.	.	\$2,715.00

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.						Dr.
Cost of railway:						
Roadbed and tracks,	.	.	.	.	.	\$161,124 30
Electric line construction, including poles, wiring, feeder lines, etc.,	.	.	.	.	.	29,381 30
Salaries, engineering and other expenses incident to construction,	.	.	.	.	.	2,421 39
TOTAL COST OF RAILWAY OWNED,	.	.	.	.	.	\$192,927
Cost of equipment:						
Cars and other rolling stock and vehicles,	.	.	.	.	.	\$23,025 00
Electric equipment of same,	.	.	.	.	.	17,850 00
Other items of equipment,	.	.	.	.	.	8,402 22
TOTAL COST OF EQUIPMENT OWNED,	.	.	.	.	.	49,277
Cost of land and buildings:						
Land necessary for operation of railway,	.	.	.	.	.	\$5,000 00
Electric power stations, including equipment,	.	.	.	.	.	39,068 94
Other buildings necessary for operation of railway,	.	.	.	.	.	8,088 93
TOTAL COST OF LAND AND BUILDINGS OWNED,	.	.	.	.	.	52,157
Other permanent property:						
Bridges,	.	.	.	.	.	\$4,617 90
Water works,	.	.	.	.	.	8,527 15
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	.	.	.	.	.	13,145
TOTAL PERMANENT INVESTMENTS,	.	.	.	.	.	\$297,457
Cash and current assets:						
Cash,	.	.	.	.	.	\$2,226 96
Bills and accounts receivable,	.	.	.	.	.	5,036 88
TOTAL CASH AND CURRENT ASSETS,	.	.	.	.	.	7,263
Miscellaneous assets: coal,	.	.	.	.	.	245
TOTAL,	.	.	.	.	.	\$304,965

LIABILITIES.				CR.	
Capital stock,	.	.	.	.	\$145,000 00
Funded debt,	.	.	.	.	125,000 00
Current liabilities: loans and bills payable,	.	.	.	.	29,316 37
Accrued liabilities:					
Interest accrued and not yet due,	.	.	.	\$2,033 84	
Miscellaneous accrued liabilities:					
Legal expense,	.	.	.	500 00	
Tolls and trackage,	.	.	.	2,112 33	
TOTAL ACCRUED LIABILITIES,				.	4,645 67
Profit and Loss balance (surplus),	.	.	.	.	1,008 93
TOTAL,				.	\$304,965 97

CAPITAL STOCK.				
Capital stock authorized by law,	.	.	.	\$145,000 00
Capital stock authorized by votes of company,	.	.	.	145,000 00
Capital stock issued and outstanding,	.	.	.	\$145,000 00
Number of shares issued and outstanding,	.	.	.	1,450
Number of stockholders,	.	.	.	57
Number of stockholders in Massachusetts,	.	.	.	50
Amount of stock held in Massachusetts,	.	.	.	\$36,200 00

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	1916,	\$125,000 00	-

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	460,347
Number carried per mile of main railway track operated,	26,085
Number of round trips run,	18,278
Number of car miles run,	135,927
Average number of persons employed,	33
Company commenced operation May 27, 1896.	

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	15
TOTAL PASSENGER CARS OF ALL KINDS,.	
Number of all above cars with 4 wheels,	20
Number of electric cars equipped with fenders,	20
Snow ploughs,	1
Other vehicles: tower wagon,	1
Electric motors,	42
Other items of equipment: extra truck,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over other Railways.	
	Miles.	Miles.	Miles.	
Length of railway line,	13.610	.795	2.75	
Length of second track,	-	-	.47	
TOTAL LENGTH OF MAIN TRACK OWNED, ETC., .	13.610	.795	3.22	
Length of sidings, switches, etc., . . . . .	.767	-	.15	
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, . .	14.377	.795	3.37	

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Hingham, East Weymouth, North Weymouth, and Nantasket.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Tracks.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad on Rockland Street, Hingham,	2	1
With New York, New Haven & Hartford Railroad on Main Street, Hingham,	2	1
With New York, New Haven & Hartford Railroad on Nantasket Avenue, Hull,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

Number of above crossings at which frogs are inserted in the tracks,

GENERAL REMARKS AND EXPLANATIONS.

The company operated cars on May 27, 1896, to hold franchise. About five miles of track were then completed. It operated over 12 road crossings.

Whole line was not completed and in operation until August 14, 1896, on account of the poor showing of earnings from operation to September 30, 1896.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	25	-	2	-	27
Employees,	-	1	-	3	-	4
Other persons,	-	-	-	3	-	3
TOTALS,	-	26	-	8	-	34

STATEMENT OF EACH ACCIDENT.

May 30, 1896. — Conductor struck by post while collecting fares; was standing on running board.

July 4. — Head-on collision; car passed turnout and collided with car running in opposite direction.

July 4. — Rear end collision.

July 11. — Carriage, while crossing railroad track, was struck by car running down grade.

July 17. — Passenger walking along running board was struck by post near track.

July 31. — Motorman walking along running board was struck by post near track.

August 15. — While crossing on foot over draw of drawbridge, a woman passenger fell and cut her face on tie rods of track.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HINGHAM STREET RAILWAY COMPANY,
50 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, 50 State Street, Boston, Mass. William A. Tucker, *Treasurer*, 50 State Street, Boston, Mass. Walter B. Foster, *Clerk of Corporation*, Hingham, Mass. Arthur H. Brooks, *General Counsel*, 53 State Street, Boston, Mass. G. F. Wells, *Superintendent*, Hingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, 465 Beacon Street, Boston, Mass. William A. Tucker, 47 Bay State Road, Boston, Mass. Walter B. Foster, Hingham, Mass. Arthur H. Brooks, Cambridge, Mass. Fred C. Hinds, Newtonville, Mass. E. H. Gowing, Reading, Mass. Bradford B. Wilder, Hingham, Mass.

We hereby certify that the statements contained in the foregoing -
 are true and correct.

S. REED ANTHONY

WM. A. TUCKER

FRED C. HINDS

ARTHUR H. BROWN

WM. A. TUCKER

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK. ss. BOSTON, Nov. 11, 1934. Then personally appeared the
 named S. Reed Anthony, Wm. A. Tucker, Fred C. Hinds and Arthur
 Brown, and severally made oath that the foregoing certificate
 subscribed is, to the best of their knowledge and belief, true.

Before me,

S. S. BARTLETT

Justice of the Peace

REPORT
OF THE
HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$173,539 54
Operating expenses,	112,728 72
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$60,810 82
Charges upon income accrued during the year:	
Interest on funded debt,	\$12,500 00
Interest and discount on unfunded debts and loans,	5,879 95
Taxes,	4,007 06
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	22,387 01
NET DIVISIBLE INCOME,	\$38,423 81
Dividends declared (8 per cent),*	20,000 00
Surplus for year ending September 30, 1896,	\$18,423 81
Amount of surplus September 30, 1895,	46,526 05
Additions during the year: premium on 2,500 shares new stock at \$25 per share,	37,500 00
TOTAL ADDITIONS,	\$102,449 86
Deductions during the year:	
Roadbed and tracks, depreciation,	\$20,000 00
Equipment, depreciation,	30,000 00
TOTAL DEDUCTIONS,	50,000 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$52,449 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$172,025 44
Receipts from rentals of buildings and other property, . .	803 00
Receipts from advertising in cars,	511 10
Receipts from interest on deposits,	200 00
GROSS EARNINGS FROM OPERATION,	\$173,539 54

* On \$250,000 capital stock.

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,	.	\$ -
General office expenses and supplies,	.	"
Legal expenses,	.	"
Insurance,	.	"
Other general expenses: telephones, \$219 05; fidelity bond, \$50; directors' fees, \$342; safe, \$318 20; engineering, \$235.35; printing, \$69.51; advertising, \$50 25; sundries, \$372 72,		"
Maintenance of roadway and buildings:		
Repair of roadway and track,	.	"
Repair of electric line construction,	.	"
Removal of snow and ice,	.	"
Repair of buildings,	.	"
Maintenance of equipment:		
Repair of cars and other vehicles,	.	"
Repair of electric equipment of cars,	.	"
Transportation expenses:		
Cost of electric motive power,	.	"
Wages and compensation of persons employed in conducting transportation,	.	"
Damages for injuries to persons and property,	.	"
Other transportation expenses: park amusements, \$2,855.74; conductors' buttons, \$18.75; detective services, \$85 15; water and fuel, \$1,384.32; lubricants, \$577.56; sundries, \$214.74,.		"
TOTAL OPERATING EXPENSES,	.	\$111,570

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of railway and tracks (length, 32,192 feet),	.	\$95,956 54
New electric line construction (length, 32,192 feet),	.	9,926 58
TOTAL ADDITIONS TO RAILWAY,	.	\$105,883
Additions to equipment:		
Additional cars (9 in number),	.	\$10,420 00
Electric equipment of same,	.	5,375 00
Other additional rolling stock and vehicles,	.	614 32
Additional horses (1 in number),	.	95 00
Other additional equipment,	.	27 30
TOTAL ADDITIONS TO EQUIPMENT,	.	16,521 62
Additions to land and buildings: new buildings necessary for operation of railway (car shed),		6,170
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	.	\$128,574
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:		
Power house (credit),	.	\$344 29
Roadbed and track, depreciation,	.	20,000 00
Equipment, depreciation,	.	30,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	.	50,344 29
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	.	\$78,230

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$341,512 57	
Electric line construction, including poles, wiring, feeder lines, etc.,	51,583 14	
TOTAL COST OF RAILWAY OWNED,		\$393,045 71
Cost of equipment:		
Cars and other rolling stock and vehicles, and electric equipment of same,	\$131,041 56	
Horses and other items of equipment,	3,503 75	
TOTAL COST OF EQUIPMENT OWNED,		134,545 31
Cost of land and buildings:		
Land necessary for operation of railway,	\$32,510 00	
Electric power stations, including equipment,	125,849 29	
Other buildings necessary for operation of railway,	45,186 48	
TOTAL COST OF LAND AND BUILDINGS OWNED,		203,545 77
Other permanent property: Grover Street block,		5,000 00
TOTAL PERMANENT INVESTMENTS,		\$736,136 79
Cash and current assets: cash,		10,156 88
Miscellaneous assets: materials and supplies,		4,997 68
TOTAL,		\$751,291 30

LIABILITIES.		CR.
Capital stock,		\$400,000 00
Funded debt,		250,000 00
Real estate mortgages,		7,000 00
Current liabilities: loans and bills payable: loans, \$34,275; accounts payable, \$7,566.44,		41,841 44
Profit and Loss balance (surplus),		52,449 86
TOTAL,		\$751,291 30

CAPITAL STOCK.		
Capital stock authorized by law,	\$400,000 00	
Capital stock authorized by votes of company,	400,000 00	
Capital stock issued and outstanding,		\$400,000 00
Number of shares issued and outstanding,	4,000	
Number of stockholders,	116	
Number of stockholders in Massachusetts,	106	
Amount of stock held in Massachusetts,	\$379,800 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
Land on Grover Street, with tenement block thereon,	Per Cent. 5	Demand, .	\$1,000 00	\$350 00

40

STREET LILLY VAN REPORTS

~~Private~~ ~~Letter~~

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VOLUME OF TRAFFIC

1. <u>REVENUE OF IMMIGRATION CUSTOMS DUTIES AND VEST</u>	
2. <u>REVENUE OF THE PORT OF HUALTULCAN</u>	
3. <u>REVENUE OF THE PORT OF HUALTULCAN</u>	
4. <u>REVENUE OF THE PORT OF HUALTULCAN</u>	
5. <u>REVENUE OF THE PORT OF HUALTULCAN</u>	
6. <u>REVENUE OF THE PORT OF HUALTULCAN</u>	

L'OPINION D'UNEL

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RAILWAY OWNED AND OPERATED BY ELECTRIC POWER

Length of railway line	2	5	1
Length of siding track	1	1	1
Total length of main track owned	11	1	1
Length of bridge switches, etc.	1	1	1
Total length, computed as siding track	2	5	1

System of electric motive power in use by the company overhead —
Names of the several cities and towns in which the railway operating
company are located: Holyoke, Chicopee, Northampton and
Hartford.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, Holyoke, Dwight Street, near Front Street,	2	2
With Boston & Maine Railroad, Holyoke, Main Street,	1	1
With Boston & Maine Railroad, Holyoke, Cabot Street,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	4

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	15	-	18
Employees,	-	2	-	2	-	4
Other persons,	-	-	-	12	-	12
TOTALS,	-	5	-	29	-	34

STATEMENT OF EACH ACCIDENT.

- February 8, 1896. — Team and car; wagon broken.
- February 20. — Man injured getting on car.
- March 11. — Team and car; wagon broken somewhat.
- March 14. — Man injured leaving car.
- March 27. — Man injured by jumping while car was in motion.
- April 6. — Employee injured by fender of car on turnout.
- April 21. — Man injured by jumping from moving car.
- April 25. — Woman injured by jumping from moving car.
- April 27. — Man crossing street struck by car.
- April 30. — Man crossing street struck by car.
- May 5. — Workman slightly injured while in pit in shed under car.
- May 9. — Man standing in street struck by car.
- May 17 — Woman on bicycle collided with car.
- May 21. — Workman slightly injured while in pit in shed under snow plough.
- May 22. — Child injured by running in front of car.
- May 26. — Man fell from open car.
- May 29. — Man injured by jumping from moving car.
- June 4. — Man injured by jumping from moving car.
- June 9. — Man injured by walking in front of car.
- June 14. — Man stepped from moving car.
- June 14. — Employee injured by transfer table in car house.
- June 16. — Horse frightened by car; driver thrown against a pole and one leg broken.
- June 25. — Man fell from moving car.
- June 27. — Woman jumped from moving car.

- July 4.* — Man injured by jumping from moving car.
July 12. — Man injured by jumping from moving car.
July 22. — Horse frightened by car; ran away, and two occupants thrown out and injured.
July 26. — Collision of cars; two men injured.
August 5. — Woman jumped from moving car.
August 8. — Collision between car and team.
August 12. — Woman fell while alighting from standing car.
August 15. — Horse frightened by car; ran away, and driver thrown out and injured.
August 24. — Collision of car and team.
August 26. — Collision of two cars; no one injured.
September 4. — Man crossing street struck by car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,
 HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, Holyoke, Mass.
 William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass.
 H. Hunter, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. L. M. Tuttle, Holyoke, Mass. J. F. Sullivan, Holyoke, Mass. J. G. Mackintosh, Holyoke, Mass. R. B. Johnson, Holyoke, Mass. John Olmsted, Springfield, Mass. A. E. Smith, Springfield, Mass. Frederick Harris, Springfield, Mass. N. D. Winter, Springfield, Mass. William R. Hill, South Hadley Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,
 R. B. JOHNSON,
 J. F. SULLIVAN,
 A. E. SMITH,
 NEWRIE D. WINTER,
 L. M. TUTTLE,
 WILLIAM R. HILL, *Director*
 WILLIAM R. HILL, *Treasurer*
 GEORGE H. HUNTER, *Superintendent*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 31, 1896. Then personally appeared the above-named William S. Loomis, R. B. Johnson, J. F. Sullivan, A. E. Smith, Newrie D. Winter and L. M. Tuttle, directors, and George H. Hunter, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,

Justice of the Peace.

HAMPDEN, ss. Oct. 31, 1896. Then personally appeared the within-named William R. Hill, director and treasurer, who made oath that the within certificate by him subscribed is, to the best of his knowledge and belief, true.

ALBION F. HITCHCOCK,

Notary Public.

REPORT

OF THE

HOSAC VALLEY STREET RAILWAY CO.

FOR THE YEAR ENDING SEPTEMBER 30, 1934.

GENERAL EXHIBIT FOR THE YEAR.

GROSS EARNINGS FROM OPERATION.	.	.	.	.	.	.	\$.
Operating expenses.	.	.	.	.	.	.
							<hr/>
GROSS INCOME ABOVE OPERATING EXPENSES,	.	.	.	.	.	.	\$.
<hr/>							
CHARGES UPON INCOME ACCRUED DURING THE YEAR:							
Interest on funded debt.	.	.	.	.	.	.	\$3,150 00
Interest and discount on unfunded debts and loans,	.	.	.	.	.	.	1,545 00
Taxes,	.	.	.	.	.	.	225 81
							<hr/>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME.	.	.	.	.	.	.	\$.
							<hr/>
Surplus for year ending September 30, 1896,	.	.	.	.	.	.	\$.
Amount of surplus September 30, 1895,	.	.	.	.	.	.
							<hr/>
TOTAL SURPLUS SEPTEMBER 30, 1896,	.	.	.	.	.	.	\$.
							<hr/>

EARNINGS FROM OPERATION.

Receipts from passengers carried.	.	.	.	.	.	.
Receipts from carriage of mails and parcels,	.	.	.	.	.	.
Receipts from advertising in cars,	.	.	.	.	.	.
Other earnings from operation:						
Park.	.	.	.	.	.	.
Special cars and miscellaneous,	.	.	.	.	.	.
GROSS EARNINGS FROM OPERATION,	.	.	.	.	.	.

EXPENSES OF OPERATION.

General expenses:							
Salaries of general officers and clerks,	.	.	.	.	.	.	.
General office expenses and supplies,	.	.	.	.	.	.	.
Insurance,	.	.	.	.	.	.	.
Maintenance of roadway and buildings:							
Repair of roadbed and track,	.	.	.	.	.	.	.
Repair of electric line construction,	.	.	.	.	.	.	.
Removal of snow and ice,	.	.	.	.	.	.	.
Repair of buildings,	.	.	.	.	.	.	.

Maintenance of equipment:	
Repair of cars and other vehicles,	\$1,030 39
Repair of electric equipment of cars,	1,238 86
Transportation expenses:	
Cost of electric motive power,	8,168 84
Wages and compensation of persons employed in conducting transportation,	11,940 99
Damages for injuries to persons and property,	1,080 00
Rentals of buildings and other property and park expense,	1,222 56
Other transportation expenses:	
Oil, waste and lights,	99 29
Incidentals,	298 91
TOTAL OPERATING EXPENSES,	\$38,466 08

PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of railway and tracks (length, 30,950 feet),	\$51,234 23
New electric line construction,	15,027 94
TOTAL ADDITIONS TO RAILWAY,	\$66,262 17
Additions to equipment:	
Additional cars (16 in number),	\$12,888 16
Electric equipment of same,	14,914 15
Other additional equipment,	432 00
TOTAL ADDITIONS TO EQUIPMENT,	28,234 31
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$900 00
Additional equipment of power station,	1,800 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	2,700 00
Additions to other permanent property: park property,	1,401 44
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$98,597 92
Deductions from property accounts:	
Property sold or reduced in valuation and credited to property accounts: cash discount on notes applied to reduce cost of roadbed construction,	2,700 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$95,897 92

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$147,013 42
Electric line construction, including poles, wiring, feeder lines, etc.,	15,027 94
TOTAL COST OF RAILWAY OWNED,	\$162,041 36
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$21,634 90
Electric equipment of same,	28,038 08
Other items of equipment,	6,764 16
TOTAL COST OF EQUIPMENT OWNED,	56,437 14

Cost of land and buildings :		
Land necessary for operation of railway,	\$4,500 00	
Electric power stations, equipment,	1,800 00	
Other buildings necessary for operation of railway,	3,650 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$9,950 00
Other permanent property: park,		3,466 50
TOTAL PERMANENT INVESTMENTS,		\$231,895 00
Cash and current assets :		
Cash,	\$3,418 68	
Bills and accounts receivable,	850 00	
TOTAL CASH AND CURRENT ASSETS,		4,268 68
TOTAL,		\$236,163 68
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Funded debt,		50,000 00
Current liabilities: loans and bills payable,		51,200 00
Profit and Loss balance (surplus),		34,963 68
TOTAL,		\$236,163 68

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	13	
Amount of stock held in Massachusetts,	\$90,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	6	1906,	\$50,000 00	\$3,150 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,341,283
Number carried per mile of main railway track operated,	113,764
Number of round trips run,	23,290
Number of car miles run,	279,480
Average number of persons employed,	30

EQUIPMENT OWNED.

Box passenger cars equipped for trailers,	2	
Box passenger cars equipped for electric power,	13	
Total,		15
Open passenger cars equipped for trailers,	2	
Open passenger cars equipped for electric power,	12	
Total,		14
TOTAL PASSENGER CARS OF ALL KINDS,		29
Number of all above cars with 4 wheels,		29
Number of electric cars equipped with fenders,		20
Construction, repair and other work cars,		2
Snow ploughs,		1
Electric motors,		23 sets.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.678 miles.
Total length of main track owned,	11.678 "
Length of sidings, switches, etc., . . . . .	.421 "
Total length, computed as single track,	12.099 "

System of electric motive power in use by the company: General Electric.

Length of new electric railway in process of construction, September 30, 1896:
6,600 feet.

Names of the several cities and towns in which the railways operated by the
company are located: North Adams, Adams and Williamstown.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.,		
With Fitchburg at State Street, North Adams,	2	1
With Fitchburg at Braytonville, North Adams,	2	1
With Fitchburg at Depot Street, Williamstown,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	6	-	-	-	6
TOTALS,	-	7	-	-	-	7

STATEMENT OF EACH ACCIDENT.

April 18, 1896. — Intoxicated man standing on track hit by car and thrown one side by fender; slight injuries.

May 23. — Woman standing near track hit by falling trolley wheel.

July 16. — Woman jumped from moving car; slightly injured.

July 18. — Wagon and car collided; two men thrown from wagon; one somewhat bruised on back and hip.

July 19. — Man knocked from open car by hitting post when attempting to reach down after a dog; slight injury to head.

August 6. — Little girl ran against foot board of open car; leg injured somewhat.

August 13. — Child stood too near car, and was thrown down by foot board; slight injury.

September 16. — Woman jumped from moving car; slight injury.

September 17. — Man jumped from moving car, and fell; not injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,
90 MAIN STREET, NORTH ADAMS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. Q. Richmond, *President and Treasurer*, 90 Main Street, North Adams, Mass. E. B. Hamblen, *Clerk of Corporation*, North Adams, Mass. S. P. Thayer, *General Counsel*, North Adams, Mass. Wm. T. Nary, *Superintendent*, North Adams, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. Q. Richmond, North Adams, Mass. W. W. Richmond, North Adams, Mass. E. B. Hamblen, North Adams, Mass. O. A. Archer, North Adams, Mass. S. P. Thayer, North Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. Q. RICHMOND,
W. W. RICHMOND.
S. PROCTOR THAYER,
Directors.
C. Q. RICHMOND,
Treasurer.
WM. T. NARY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Nov. 18, 1896. Then personally appeared the above named C. Q. Richmond, W. W. Richmond, S. Proctor Thayer and W. T. Nary, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. WOODHEAD,
Justice of the Peace.

REPORT
OF THE
HULL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,594 15
Operating expenses,	5,636 23
NET DEFICIT FROM OPERATION,	\$42 08
Charges upon income accrued during the year:	
Interest on funded debt,	\$865 83
Taxes,	65 94
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	931 77
Deficit for year ending September 30, 1896,	\$973 85
Amount of surplus September 30, 1895,	8,390 01
Additions during the year: allowance for notes and accounts,	3,451 08
NET AMOUNT OF SURPLUS,	\$5,867 24
Deductions during the year:	
Reduction in property,	\$5,287 81
Accounts charged off,	1,553 28
TOTAL DEDUCTIONS,	6,841 09
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$973 85
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,594 15
GROSS EARNINGS FROM OPERATION,	\$5,594 15
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$400 00
General office expenses and supplies,	29 11
Insurance (accident, \$212.11; fire, \$181.76),	393 87
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,005 09
Repair of electric line construction,	25
Maintenance of equipment:	
Repair of cars and other vehicles,	185 85
Repair of electric equipment of cars,	353 42

Transportation expenses :

Cost of electric motive power,	\$815 25
Wages and compensation of persons employed in conducting transportation,	1,452 50
TOTAL OPERATING EXPENSES,	\$5,638 00

PROPERTY ACCOUNTS.**Deductions from property accounts :**

Property sold or reduced in valuation and credited to property accounts,	\$5,937 50
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$20,850 73	
Electric line construction, including poles, wiring, feeder lines, etc.,	4,222 85	
Salaries, engineering and other expenses incident to construction,	1,619 84	
TOTAL COST OF RAILWAY OWNED,		\$26,693 42
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$4,598 52	
Electric equipment of same,	5,723 63	
TOTAL COST OF EQUIPMENT OWNED,		10,322 15
Cost of land and buildings: land necessary for operation of railway,		2,100 00
TOTAL PERMANENT INVESTMENTS,		\$39,115 57
Cash and current assets :		
Cash,	\$5,492 15	
Bills and accounts receivable,	172 83	
TOTAL CASH AND CURRENT ASSETS,		5,664 98
Profit and Loss balance (deficit),		973 55
TOTAL,		\$45,753 10
LIABILITIES.		CR.
Capital stock,	\$20,000 00	
Funded debt,	20,000 00	
Current liabilities: loans and bills payable,	5,453 10	
Accrued liabilities: interest accrued and not yet due,	200 00	
TOTAL,		\$45,753 10

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$200 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds, . . .	6	1911, . .	\$20,000 00	\$1,200 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year, . . .	112,898
Number carried per mile of main railway track operated, .	51,155
Number of round trips run,	4,788
Number of car miles run,	16,305
Average number of persons employed,	7

EQUIPMENT OWNED.

Box passenger cars equipped for horse power, . . .	2
Open passenger cars equipped for horse power, . . . 1	
Open passenger cars equipped for electric power, . . . 4	
Total,	5
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of all above cars with 4 wheels,	7
Number of electric cars equipped with fenders,	4
Construction, repair and other work cars,	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	1.733	-	1.733
Length of second track,	-	.474	.474
Total length of main track owned, etc.,	1.733	.474	2.207
Length of sidings, switches, etc., . . . . .	.094	.090	.184
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	1.827	.564	2.391

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Green Hill, Nantasket and Hull.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

July 12, 1896. — Men swept off running board of open car by post near track.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HULL STREET RAILWAY COMPANY,

HINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, 1414 South Penn. Square, Philadelphia, Pa.
 William A. Tucker, *Treasurer*, 50 State Street, Boston, Mass. Albert L. Register, *Clerk of Corporation*, 1414 South Penn. Square, Philadelphia, Pa.
 Arthur H. Brooks, *General Counsel*, 53 State Street, Boston, Mass. G. F. Wells, *Superintendent*, Hingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., 1827 Spruce Street, Philadelphia, Pa. Albert L. Register, Waynewood, Pa. William Warr, 436 North 34th Street, Philadelphia, Pa. William A. Tucker, 47 Bay State Road, Boston, Mass. Edward P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID PEPPER, JR.,
 ALBERT L. REGISTER,
Directors.
 WM. A. TUCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 28, 1896. Then personally appeared the above-named William A. Tucker, treasurer of the Hull Street Railway Company, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHAS. HALL ADAMS,
Justice of the Peace, also Notary Public.

STATE OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. Nov. 23, 1896. David Pepper, Jr., and Albert L. Register, being duly sworn according to law, depose and say that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH W. SHANNON,
Notary Public.

REPORT
OF THE
INTERSTATE CONSOLIDATED STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$125,211.00
Operating expenses,	87,571.00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$37,640.00
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$5,433.33
Taxes,	804.70
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,238.03
NET DIVISIBLE INCOME,	\$27,401.97
Dividends declared (8 per cent on \$100,000, 2½ per cent on \$300,000),	15,500.00
Surplus for year ending September 30, 1896,	\$11,901.97
Amount of surplus September 30, 1895,	21,200.00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$33,101.97
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$117,885.00
Receipts from rentals of buildings and other property,	1,000.00
Receipts from advertising in cars,	1,000.00
Other earnings from operation: miscellaneous: old material sold,	1,335.00
GROSS EARNINGS FROM OPERATION,	\$120,220.00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,115.00
General office expenses and supplies,	435.00
Legal expenses,	3,800.00
Insurance,	4,020.00
Other general expenses: miscellaneous,	1,200.00

Maintenance of roadway and buildings:		
Repair of roadbed and track,	.	\$4,774 38
Repair of electric line construction,	.	3,013 47
Removal of snow and ice,	.	411 51
Repair of buildings,	.	36 16
Maintenance of equipment:		
Repair of cars and other vehicles,	.	4,786 74
Repair of electric equipment of cars,	.	5,087 62
Transportation expenses:		
Cost of electric motive power,	.	18,344 08
Wages and compensation of persons employed in conducting transportation,	.	34,749 11
Damages for injuries to persons and property,	.	547 65
Rentals of buildings and other property,	.	585 00
Other transportation expenses: miscellaneous,	.	2,174 95
TOTAL OPERATING EXPENSES,		\$87,671 04

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of railway and tracks (length, 3,435 feet),	\$17,667 46	
New electric line construction (length, 3,435 feet),	4,265 10	
Purchase of railways,	92,148 82	
TOTAL ADDITIONS TO RAILWAY,		\$114,081 38
Additions to equipment:		
Additional cars (50 in number),	\$24,786 46	
Electric equipment of same,	17,682 33	
TOTAL ADDITIONS TO EQUIPMENT,		42,418 79
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$3,961 00	
New buildings necessary for operation of railway,	24,474 70	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		28,435 70
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$184,935 87

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$238,368 20	
Electric line construction, including poles, wiring, feeder lines, etc.,	66,717 84	
Interest accrued during construction of railway,	2,500 00	
TOTAL COST OF RAILWAY OWNED,		\$307,586 04

Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$60,839 06	
Electric equipment of same,	53,256 04	
Horses,	160 00	
Other items of equipment,	565 36	
TOTAL COST OF EQUIPMENT OWNED,		\$114,815 46
Cost of land and buildings:		
Land necessary for operation of railway, .	\$4,085 16	
Buildings necessary for operation of railway,	31,905 45	
TOTAL COST OF LAND AND BUILDINGS OWNED,		35,990 61
TOTAL PERMANENT INVESTMENTS,		\$150,806 07
Cash and current assets:		
Cash,	\$5,383 22	
Bills and accounts receivable,	358 61	
Sinking and other special funds,	1,159 20	
TOTAL CASH AND CURRENT ASSETS,		6,901 03
Miscellaneous assets: unexpired insurance,		3,414 75
TOTAL,		\$168,722 85
LIABILITIES.		Cr.
Capital stock,		\$300,000 00
Current liabilities:		
Loans and bills payable,	\$133,785 00	
Miscellaneous current liabilities: accounts payable,	2,203 76	
TOTAL CURRENT LIABILITIES,		135,988 76
Profit and Loss balance (surplus),		32,734 09
TOTAL,		\$468,712 85
CAPITAL STOCK.		
Capital stock authorized by law,	\$330,000 00	
Capital stock authorized by votes of company,	330,000 00	
Capital stock issued and outstanding,		\$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	13	
Number of stockholders in Massachusetts,	9	
Amount of stock held in Massachusetts,	\$135,000 00	

VOLUME OF TRAFFIC.

Number of passengers carried during the year,	2,360,000
Number carried per mile of main railway track operated,	102 1/2
Number of round trips run,	45 1/2
Number of car miles run,	62 1/2
Average number of persons employed,	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	26
Open passenger cars equipped for electric power,	29
TOTAL PASSENGER CARS OF ALL KINDS,	55
Number of all above cars with 4 wheels,	55
Number of electric cars equipped with fenders,	44
Snow ploughs,	5
Electric motors,	73
Horses,	2
Harnesses (double, 2; single, 2),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	22.420 miles.
Total length of main track owned,	22.420 "
Length of sidings, switches, etc.,	2.220 "
Total length, computed as single track,	24.640 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Pawtucket, R. I., Seekonk, Attleborough, North
Attleborough and Wrentham, Mass.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz.:		
With New York, New Haven & Hartford Railroad at North Main Street, Attleborough,	1	1
With New York, New Haven & Hartford Railroad at Common- wealth Avenue, North Attleborough,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	-	6	-	13
Employees,	-	1	-	2	-	3
Other persons,	-	-	-	2	-	2
TOTAL,	-	8	-	10	-	18

STATEMENT OF EACH ACCIDENT.

October 3, 1895. — Miles Gorham, motorman, was badly shaken up and bruised by running his car into car ahead, which had stopped for passenger. The rails being slippery, car slid.

October 18. — Miss Annie Clarke, passenger, stepped from car while in motion; slightly injured.

December 22. — Geo. B. Dennis, passenger, was thrown against forward end of car, by rising from his seat, as car left the rails; slightly injured.

January 2, 1896. — Lewis Russell, passenger, fell from rear platform, cutting gash on forehead, over eye.

January 4. — Wm. Davis, passenger, jumped from car while in motion; slightly injured.

February 10. — E. F. Higgins, driving on track, was run into by car, thrown out and slightly injured.

February 26. — Charles Slade, passenger, riding on rear platform, intoxicated, fell off, cutting his head slightly.

March 14. — John Coty, intoxicated, walking on track, was struck by car; slightly injured.

July 22. — Charles Klebs, passenger, stepped from car while in motion; slightly injured.

July 28. — James Duffy, passenger, stepped backward from car while in motion; slightly injured.

August 8. — Frank Hunt and John Kelly, passengers, while riding on running board, were knocked off by tree; slightly injured.

August 29. — Head-on collision. Conductor F. H. Smith and Motorman B. Gagnon were slightly injured, and five passengers were injured, two seriously, by jumping from the car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Edward R. Price, *Treasurer and Clerk of Corporation*, North Attleborough, Mass. Everard Holmes, *Auditor*, North Attleborough, Mass. Geo. R. Cook, *Superintendent*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Edward R. Price, North Attleborough, Mass. Henry F. Barrows, North Attleborough, Mass. Clarence L. Watson, Attleborough, Mass. Lyman B. Goff, Pawtucket, R. I. Henry R. Barker, Providence, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
CLARENCE L. WATSON,
EDWARD R. PRICE,
H. F. BARROWS,

Directors.

EDWARD R. PRICE,

Treasurer.

GEORGE R. COOK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NORTH ATTLEBOROUGH, Nov. 12, 1896. Then personally appeared the above-named Marsden J. Perry, Clarence L. Watson, Edward R. Price, Henry F. Barrows and George R. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH E. POND,

Justice of the Peace.

REPORT

OF THE

LEOMINSTER & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Name changed from "Clinton Street Railway Company."]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		\$27,000
Operating expenses,		17,000
		10,000
GROSS INCOME ABOVE OPERATING EXPENSES,		\$10,000
Charges upon income accrued during the year:		
Interest on funded debt,	\$275 00	
Interest and discount on unfunded debts and loans,	2,141 94	
Taxes,	381 22	
		2,800 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		2,800 00
Surplus for the year ending September 30, 1896,		\$7,200 00
Amount of deficit September 30, 1895,		7,200 00
		0 00
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$7,200 00

EARNINGS FROM OPERATION.

Receipts from passengers carried,		\$27,000
GROSS EARNINGS FROM OPERATION,		\$27,000

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,		\$1,000
General office expenses and supplies,		500
Insurance,		100
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,000
Repair of electric line construction,		1,000
Removal of snow and ice,		500
Repair of buildings,		500

Maintenance of equipment:	
Repair of cars and other vehicles,	\$336 83
Repair of electric equipment of cars,	510 61
Transportation expenses:	
Cost of electric motive power,	4,326 63
Wages and compensation of persons employed in conducting transportation,	6,243 97
Damages for injuries to persons and property,	26 75
Other transportation expenses:	
Oil, waste, chimneys, tickets, etc.,	356 35
Amusements,	1,086 77
TOTAL OPERATING EXPENSES,	\$17,432 01

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of railway and tracks (length, 48,370 feet),	\$103,614 49
New electric line construction (length, 48,370 feet),	25,872 79
TOTAL ADDITIONS TO RAILWAY,	\$129,487 28
Additions to equipment:	
Additional cars (10 in number), with trucks,	\$9,882 92
Electric equipment of same,	9,525 80
Other additional equipment,	3,257 60
TOTAL ADDITIONS TO EQUIPMENT,	22,666 32
Additions to land and buildings:	
New electric power stations, including machinery and dam,	\$56,281 69
Other new buildings necessary for operation of railway, with land,	15,800 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	72,081 69
Additions to other permanent property:	
Park and park buildings,	\$23,032 59
Land for flowage rights,	15,000 00
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	38,032 59
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$262,267 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS. Dr.

Cost of railway:	
Roadbed and tracks,	\$180,171 72
Electric line construction, including poles, wiring, feeder lines, etc.,	29,546 46
Salaries, engineering and other expenses incident to construction,	5,511 56
TOTAL COST OF RAILWAY OWNED,	\$165,229 74
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$13,857 77
Electric equipment of same,	13,775 80
Other items of equipment,	3,783 30
TOTAL COST OF EQUIPMENT OWNED,	81,416 87

Cost of land and buildings :				
Electric power stations, including equipment and dam,			\$59,696 27	
Other buildings necessary for operation of railway, with land,			17,854 91	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .				\$77,551 18
Other permanent property :				
Park and park buildings,			\$23,032 59	
Land for flowage purposes,			15,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, .				38,032 59
TOTAL PERMANENT INVESTMENTS,				\$312,230 38
Cash and current assets :				
Cash,			\$4,928 74	
Other cash and current assets :				
Interest paid, not due,			500 00	
Unexpired insurance,			500 00	
TOTAL CASH AND CURRENT ASSETS,				5,928 74
Miscellaneous assets: materials and supplies,				1,351 94
TOTAL,				\$319,506 06
LIABILITIES.				CR.
Capital stock,				\$149,300 00
Funded debt,				5,500 00
Current liabilities: loans and bills payable,				164,172 79
Profit and Loss balance (surplus),				533 27
TOTAL,				\$319,506 06
CAPITAL STOCK.				
Capital stock authorized by law,			\$150,000 00	
Capital stock authorized by votes of company,			150,000 00	
Capital stock issued and outstanding,				\$149,300 00
Number of shares issued and outstanding,			1,493	
Number of stockholders,			82	
Number of stockholders in Massachusetts,			31	
Amount of stock held in Massachusetts,			\$146,800 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
First mortgage coupon bonds,	Per Cent. 5	April 1, 1914,	\$5,500 00	\$275 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year (Clinton Street Railway Company, 8 months, 148,166; Leominster & Clinton Street Railway Company, 4 months, 320,306),	468,472
Number carried per mile of main railway track operated (Clinton Street Railway Company, 8 months, 49,224; Leominster & Clinton Street Railway Company, 4 months, 27,987),	40,861
Number of round trips run,	14,908
Number of car miles run,	122,806
Average number of persons employed,	20
Extension of Clinton Street Railway Company; name changed to Leominster & Clinton Street Railway Company, June, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	6
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	14
Number of all above cars with four wheels,	14
Number of electric cars equipped with fenders,	14
Construction, repair and other work cars,	2
Snow ploughs (horse),	5
Other vehicles (buggy),	1
Electric motors,	25
Harnesses (single, 1),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.465 miles.
Total length of main track owned,	11.465 "
Length of sidings, switches, etc.,	.706 "
Total length, computed as single track,	12.171 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Leominster, Lancaster and Clinton.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz. : With New York, New Haven & Hartford Railroad (Water Street, Clinton),	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	3	-	4

STATEMENT OF EACH ACCIDENT.

May 24, 1896. — Boy jumped from moving car; not seriously injured.

July 1. — Young woman jumped from moving car; not seriously injured.

July 19. — Intoxicated person fell off moving car; not seriously injured.

July 20. — Team backed into car, throwing occupants out of team; seriously injured.

August 15. — Car struck another car waiting on turnout; one passenger thrown from car, not seriously injured.

August 30. — Passenger jumped from moving car; picked up insensible.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER & CLINTON STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. S. Paton, *President*, Leominster, Mass. Geo. H. Cook, *Vice-President and Clerk of Corporation*, Leominster, Mass. Chas. E. Hudson, *Treasurer*, Leominster, Mass. Geo. H. R. Preble, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. S. Paton, Leominster, Mass. Chas. E. Hudson, Leominster, Mass. Chas. E. Dresser, Leominster, Mass. Geo. H. Cook, Leominster, Mass. Harry L. Pierce, Leominster, Mass. Chas. E. Barnes, Plymouth, Mass. Frank E. Lowe, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEXANDER S. PATON,
HARRY L. PIERCE,
CHAS. E. HUDSON,
GEORGE H. COOK,

Directors.

CHAS. E. HUDSON,

Treasurer.

GEO. H. R. PREBLE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 27, 1896. Then personally appeared the above-named Alexander S. Paton, Harry L. Pierce, Charles E. Hudson, George H. Cook and George H. R. Preble, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY C. BASCOM,
Justice of the Peace.

REPORT

OF THE

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$410,000 91
Operating expenses,		247,791 52
GROSS INCOME ABOVE OPERATING EXPENSES,		\$162,209 39
Charges upon income accrued during the year :		
Interest on funded debt,	\$66,966 66	
Interest and discount on unfunded debts and loans,	1,834 62	
Taxes,	18,070 72	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .		86,872 00
Surplus for year ending September 30, 1896,		\$75,337 39
Amount of surplus September 30, 1895,		55,368 73
		\$130,706 12
Deductions during the year: written off, to cover depreciation,		52,359 73
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$78,346 39
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		\$403,278 44
Receipts from tolls for use of tracks by other companies,		389 73
Receipts from rentals of buildings and other property,		600 00
Receipts from sales of manure,		65 00
Receipts from advertising in cars,		1,599 44
Receipts from interest on deposits,		688 33
Other earnings from operation :		
Receipts from parks,		3,350 24
Receipts from other sources,		27 00
GROSS EARNINGS FROM OPERATION,		\$410,000 91

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks,	\$15,282 19
General office expenses and supplies,	3,287 26
Legal expenses,	3,522 92
Insurance,	12,715 59
Other general expenses :	
Park expenses,	17,740 11
Contingent expenses,	3,091 67
Maintenance of roadway and buildings :	
Repair of roadbed and track,	15,014 52
Repair of electric line construction,	3,182 81
Removal of snow and ice,	4,910 91
Repair of buildings,	1,299 50
Maintenance of equipment :	
Repair of cars and other vehicles,	8,587 53
Repair of electric equipment of cars,	7,764 66
Repairs of steam plant, dynamos and machinery,	3,949 37
Harness, horse-shoeing and veterinary care and stable ex- penses,	3,363 99
Transportation expenses :	
Provender,	2,430 85
Cost of electric motive power,	35,153 62
Wages and compensation of persons employed in conduct- ing transportation,	87,309 15
Damages for injuries to persons and property,	2,819 93
Tolls for trackage rights over other railways,	1,097 54
Rentals of buildings and other property,	2,140 00
Other transportation expenses :	
Car house expenses,	9,311 07
Sundry supplies, etc., account transportation,	3,916 63
TOTAL OPERATING EXPENSES,	
\$247,791 82	

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of railway and tracks (length, 300 feet),	\$398 81
New electric line construction, feeder (length, 7 miles),	7,396 11
TOTAL ADDITIONS TO RAILWAY,	
\$7,794 92	
Additions to equipment :	
Electric equipment,	\$1,035 89
Other additional equipment,	195 00
TOTAL ADDITIONS TO EQUIPMENT,	
1,230 89	
Additions to land and buildings :	
Additional equipment of power stations,	\$9,391 26
Other new buildings necessary for operation of railway,	6,879 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	
16,270 26	

Additions to other permanent property :		
New paving,	\$1,748 50	
New private telephone line,	640 00	
New fenders,	2,293 01	
Reconstruction and improvement of track, etc.,	22,382 21	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, .		\$27,063 72
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$52,332 72
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :		
Horses, wagons, etc , sold,	\$602 00	
Written off for depreciation on roadbed,	1,748 50	
Written off for depreciation on track,	21,499 04	
Written off for depreciation on overhead line,	9,318 09	
Written off for depreciation on equipment,	3,523 90	
Written off for depreciation on equipment of power stations,	9,891 26	
Written off for depreciation on buildings,	6,879 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		52,951 70
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		\$5 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$1,365,978 27	
Electric line construction, including poles, wiring, feeder lines, etc.,	184,164 98	
Salaries, engineering and other expenses incident to construction,	30,217 09	
TOTAL COST OF RAILWAY OWNED,		\$1,580,360 34
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$252,523 64	
Electric equipment of same,	351,515 98	
Horses,	6,010 26	
Other items of equipment,	44,631 37	
TOTAL COST OF EQUIPMENT OWNED,		654,681 25
Cost of land and buildings :		
Land necessary for operation of railway,	\$108,493 74	
Electric power stations, including equipment,	424,536 42	
Other buildings necessary for operation of railway,	134,993 89	
TOTAL COST OF LAND AND BUILDINGS OWNED,		668,024 05
Other permanent property: tenement-house,		2 67
TOTAL PERMANENT INVESTMENTS,		\$2,905,227 71
Cash and current assets :		
Cash,	\$57,815 77	
Bills and accounts receivable,	31,009 94	
TOTAL CASH AND CURRENT ASSETS,		88,825 71

Miscellaneous assets:					
Materials and supplies,				\$15,447 91	
Other assets and property: unearned insurance premiums,				1,748 67	
TOTAL MISCELLANEOUS ASSETS,					\$17,196 58
TOTAL,					\$3,011,249 93
LIABILITIES.					Cr.
Capital stock,					\$1,520,000 00
Funded debt,					1,336,000 00
Current liabilities:					
Loans and bills payable,				\$33,644 08	
Salaries and wages,				2,585 09	
Matured interest coupons unpaid (including coupons due Oct. 1),				8,750 00	
TOTAL CURRENT LIABILITIES,					44,979 17
Accrued liabilities:					
Interest accrued and not yet due,				\$16,483 32	
Taxes accrued and not yet due,				15,493 42	
TOTAL ACCRUED LIABILITIES,					31,926 74
Profit and Loss balance (surplus),					78,344 02
TOTAL,					\$3,011,249 93

CAPITAL STOCK.					
Capital stock authorized by law,				\$1,900,000 00	
Capital stock authorized by votes of company,				1,900,000 00	
Capital stock issued and outstanding,					\$1,500,000 00
Amount paid in on 4,000 shares not yet issued,					20,000 00
TOTAL CAPITAL STOCK LIABILITY,					\$1,520,000 00
Number of shares issued and outstanding,				15,000	
Number of stockholders,				95	
Number of stockholders in Massachusetts,				85	
Amount of stock held in Massachusetts,				\$1,473,600 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
Per Cent.				
Lowell, Lawrence & Haverhill Street Railway Company mortgage bonds, \$350,000 of the authorized issue of \$1,900,000, held by trustee to retire \$350,000 Merrimack Valley Street Railway Company bonds,	5	June 1, 1923,	\$986,000 00	\$49,300 00
Merrimack Valley Street Railway Company mortgage bonds,	5	April 1, 1911,	350,000 00	17,500 00
Retired June 1, 1896, for sinking fund, \$5,000 Lowell, Lawrence & Haverhill Street Railway Company mortgage bonds,			-	125 00
TOTALS,			\$1,336,000 00	\$66,925 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	8,205,411
Number carried per mile of main railway track operated,	144,223
Number of round trips run,	143,007
Number of car miles run,	1,443,730
Average number of persons employed,	250

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	3	
Box passenger cars equipped for trailers,	1	
Box passenger cars equipped for electric power,	52	
Total,		56
Open passenger cars equipped for horse power,	6	
Open passenger cars equipped for trailers,	10	
Open passenger cars equipped for electric power,	71	
Total,		87
TOTAL PASSENGER CARS OF ALL KINDS,		143
Number of all above cars with 4 wheels,		143
Number of electric cars equipped with fenders,		114
Construction, repair and other work cars,		6
Snow ploughs,		22
Other rolling stock:		
Snow levellers,		5
"Walkaways,"		2
Barges and omnibuses,		1
Carts and snow sleds,		9
Other vehicles:		
Driving wagons and buggies,		5
Express wagons, 6; tower wagons, 2; emergency wagon, 1; sleighs, 5.		
Electric motors,		170
Horses,		27
Harnesses (double, 28; single, 5),		28

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	46.506	1.454	47.959
Length of second track,	8.642	.293	8.935
TOTAL LENGTH OF MAIN TRACK OWNED, ETC.,	55.147	1.747	56.894
Length of sidings, switches, etc.,	1.132	.005	1.137
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	56.279	1.752	58.031

MOTIVE POWER.

RAILWAY OPERATED.	By Horse Power.	By Electric Power.	Total Operated.
	Miles.	Miles.	Miles.
Length of railway line, : : : : :	3.450	44.509	47.959
Length of second track, : : : : :	-	8.935	8.935
TOTAL LENGTH OF MAIN TRACK, . . .	3.450	53.444	56.894
Length of sidings, switches, etc., . . .	.004	1.133	1.137
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	3.454	54.577	58.031

System of electric motive power in use by the company: single trolley; General Electric.

Miles of new electric railway in process of construction September 30, 1896: 1.960.

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Dracut, Methuen, Lawrence, Andover, North Andover, Haverhill, Bradford, Groveland, West Newbury.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Boston & Maine Railroad, Washington Street, Haverhill, .	4	2
With Boston & Maine Railroad, Essex Street, Haverhill, . . .	4	1
With Boston & Maine Railroad, Water Street, Lawrence, . . .	6	1
With Boston & Maine Railroad, North Broadway, Lawrence, . . .	2	1
With Boston & Maine Railroad, South Broadway, Lawrence, . . .	5	1
With Boston & Maine Railroad, Andover Street, Lawrence, . . .	5	1
With Boston & Maine Railroad, Union Street, Lawrence, . . .	2	1
With Boston & Maine Railroad, North Andover Depot, North Andover, . . .	2	1
With Boston & Maine Railroad, Water Street, North Andover, .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

Number of above crossings at which frogs are inserted in the tracks, . 7

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	16	-	19
Employees,	-	-	-	1	-	1
Other persons,	-	5	4	16	4	21
TOTAL,	-	8	4	33	4	41

STATEMENT OF EACH ACCIDENT.

- October 27, 1895.* — Man run over by car; received fatal injuries.
- November 11.* — Two intoxicated men drove in front of car; both somewhat injured.
- November 15.* — Man pushed from car by friend; cut over left eye.
- November 21.* — Man stepped from moving car; knee bruised.
- November 29.* — Frightened horse threw driver from wagon; slight injuries.
- December 9.* — Woman walking on track caught by fender; head and nose bruised.
- December 20.* — Man jumped or fell from front platform; scalp wound.
- December 28.* — Intoxicated man attempted to board moving car; slight injuries.
- December 29.* — Man thrown from car on curve; slight injuries.
- December 31.* — Man caught between car and post at car house; slight injuries.
- January 15, 1896.* — Horse backed against car; driver's head cut.
- January 18.* — Man lying on trestle; run over and killed.
- February 12.* — Boy coasted from side street and ran against car; slight injuries.
- March 12.* — Car left rails at switch; two passengers slightly injured.
- March 23.* — Man alighted backward from moving car; slight injuries.
- March 31.* — Man standing near track hit by car; collar bone broken.
- April 11.* — Collision between car and team; driver's head cut.
- May 12.* — Frightened horse threw driver from wagon; considerably shaken up.
- May 17.* — Man on running board hit by pole; stunned for a few minutes.
- May 17.* — Woman slipped from running board; arm injured.
- May 18.* — Man stepped from moving car; slight injuries.
- May 22.* — Woman slipped from running board; ankle injured.
- May 30.* — Intoxicated man jumped from moving car; arm bruised.
- June 6.* — Man stepped from moving car; slight injuries.
- June 12.* — Man hit by falling trolley pole; eye injured.
- June 24.* — Man attempted to board moving car; slight injuries.
- June 24.* — Man attempted to board motor car; fell in front of trailer; slight injuries.
- June 27.* — Man jumped from moving car; slight injuries.
- July 5.* — Conductor fell from moving car; head injured.
- July 8.* — Frightened horse threw two women from carriage; one slightly hurt.
- July 11.* — Team collided with car; one man cut on head, one man sprained ankle.
- July 14.* — Man fell from running board; face bruised.
- July 28.* — Woman sprang directly in front of car and was killed.
- August 9.* — Bicycle rider became entangled between two cars; slight injuries.
- August 11.* — Man fell from running board; head injured.
- August 12.* — Man stepped suddenly from behind a team, was struck by car and fatally injured.
- August 16.* — Man attempted to board moving car; head injured.
- September 4.* — Intoxicated man fell from car; head cut.

September 5. — Man alighted from one car in front of another; slight injuries.

September 5. — Man attempting to catch a car was struck by another; slight injuries.

September 28. — Team driven directly in front of car; driver somewhat bruised.

September 29. — Man crossing street struck by car; considerably bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY,
586 ESSEX ST., LAWRENCE, MASS.; 104 AMES BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. H. Campbell, *President and General Manager*, Lawrence, Mass. Charles A. Stone, *Treasurer*, Boston, Mass. W. A. Fisher, *Assistant Treasurer*, Lawrence, Mass. G. E. Tripp, *Auditor*, Lawrence, Mass. W. F. Pope, *Clerk of Corporation*, Boston, Mass. Wm. T. Kimball, *Assistant Clerk of Corporation*, Lawrence, Mass. John P. Sweeney, *General Counsel*, Lawrence, Mass. G. H. Campbell, *General Manager*, Lawrence, Mass. N. E. Morton, *Superintendent*, Lawrence Division, Lawrence, Mass. F. Woodman, *Superintendent*, Haverhill Division, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. H. Campbell, Lawrence, Mass. A. B. Bruce, Lawrence, Mass. Wm. T. Kimball, Lawrence, Mass. J. R. Simpson, Lawrence, Mass. Chas. E. Adams, Lowell, Mass. J. S. Brown, Lowell, Mass. Geo. W. Mansfield, Melrose, Mass. A. R. Robertson, Somerville, Mass. E. S. Webster, Brookline, Mass. Wm. Endicott, 3d, Boston, Mass. Alfred A. Glasier, Boston, Mass. Temple R. Fay, Boston, Mass. W. F. Pope, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

G. H. CAMPBELL,
J. R. SIMPSON,
WM. T. KIMBALL,
A. B. BRUCE,
ALFRED A. GLASIER,
W. F. POPE,
WILLIAM ENDICOTT, 3d,
E. S. WEBSTER,
TEMPLE R. FAY,
A. R. ROBERTSON,

Directors.

CHARLES A. STONE,

Treasurer.

G. H. CAMPBELL,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 30, 1896. Then personally appeared the above-named G. H. Campbell, J. R. Simpson, William T. Kimball and A. B. Bruce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUY E. TRIPP,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. Oct. 31, 1896. Then personally appeared the above-named Charles A. Stone, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

G. H. CAMPBELL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. Nov. 2, 1896. Then personally appeared the above-named Alfred A. Glasier, W. F. Pope, William Endicott, 3d, E. S. Webster, Temple R. Fay and A. R. Robertson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES A. STONE,

Justice of the Peace.

REPORT

OF THE

LOWELL & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$392,738 85
Operating expenses,	243,575 72
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$149,163 13
Charges upon income accrued during the year:	
Interest on funded debt, \$50,000 00	
Interest and discount on unfunded debts and loans, 18,627 31	
Taxes, 10,467 60	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	79,094 91
NET DIVISIBLE INCOME,	\$70,068 22
Dividends declared (6 per cent on \$600,000 stock), . .	36,000 00
Surplus for year ending September 30, 1896,	\$34,068 22
Amount of surplus September 30, 1895,	31,950 99
	\$66,019 21
Additions during the year: premium on sale of 2,000 shares of stock at \$15 per share, \$30,000 00	
Deductions during the year:	
Depreciation of accounts receivable and supplies, . . . \$9,143 52	
Depreciation of horses, 589 00	
Depreciation of track, \$20,000; machinery, \$5,000; equipment, \$11,073.65, . . . 36,073 65	
TOTAL DEDUCTIONS,	45,806 17
NET DEDUCTIONS FOR THE YEAR,	15,806 17
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$50,213 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$381,934 47
Receipts from carriage of mail and parcels,	150 00
Receipts from tolls for use of tracks by other companies, .	1,100 74
Receipts from rentals of buildings and other property, .	8,134 92
Receipts from advertising in cars,	1,418 72
GROSS EARNINGS FROM OPERATION,	\$392,738 85

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$18,649 71
General office expenses and supplies,		3,956 84
Legal expenses,		574 85
Insurance,		5,923 08
Other general expenses :		
Travelling expenses, inspection, freight on supplies, engineering, etc.,		5,170 81
Park expenses and expenses incident to freshet of March 3 and 4, 1896,		4,478 10
Maintenance of roadway and buildings :		
Repair of roadbed and track,		12,275 01
Repair of electric line construction,		7,904 04
Removal of snow and ice,		3,950 36
Repair of buildings,		1,268 42
Cleaning and oiling track, and miscellaneous,		2,583 83
Maintenance of equipment :		
Repair of cars and other vehicles,		12,832 08
Repair of electric equipment of cars,		8,905 01
Harness, horse-shoeing and veterinary care,		296 08
Repair of tools and machinery, other articles of equipment and miscellaneous,		1,113 21
Transportation expenses :		
Provender,		977 33
Cost of electric motive power,		26,239 27
Wages and compensation of persons employed in conducting transportation,		101,041 62
Damages for injuries to persons and property,		15,203 31
Other transportation expenses :		
Oil, waste and supplies for cars,		1,726 19
Lighting park, entertainments, advertising and miscellaneous,		8,506 62
TOTAL OPERATING EXPENSES,		\$243,575 72

PROPERTY ACCOUNTS.

Additions to railway :		
Extension and reconstruction of railway and tracks (length, 26,972 feet),	\$78,442 86	
New electric line construction (length, 34,320 feet) and necessary additional feeder,	20,615 60	
TOTAL ADDITIONS TO RAILWAY,		\$99,058 46
Additions to equipment :		
Additional cars (20 in number) and electric equipment of same, heaters, fenders, and 21 additional cars electrically equipped,	\$47,338 62	
Other additional rolling stock and vehicles,	3,056 88	
Other additional equipment,*	477 13	
TOTAL ADDITIONS TO EQUIPMENT,		50,872 63

* \$956.42 transferred to new buildings necessary for operation of railway.

Additions to land and buildings :		
Additional equipment of power stations, .	\$42,205 51	
Other new buildings necessary for operation of railway,	1,031 05	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$43,236 56
Additions to other permanent property :		
Park land and buildings,	\$64,742 99	
Park equipment,	14,485 17	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, .		79,228 16
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$272,395 81
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :		
Sale and depreciation of equipment,	\$11,073 65	
Sale and depreciation of horses,	600 00	
Renewal of track,	20,000 00	
Renewal of machinery,	5,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		36,673 65
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$235,722 16

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

	ASSETS.	DR.
Cost of railway :		
Roadbed and tracks,	\$999,766 31	
Electric line construction, including poles, wiring, feeder lines, etc.,	204,044 81	
TOTAL COST OF RAILWAY OWNED,		\$1,203,811 12
Cost of equipment :		
Cars and other rolling stock and vehicles and electric equipment of same, . . .	\$297,807 22	
Horses,	800 00	
Other items of equipment, including repair shop, tools and machinery,	17,651 62	
TOTAL COST OF EQUIPMENT OWNED,		316,258 84
Cost of land and buildings :		
Land necessary for operation of railway, .	\$70,721 80	
Electric power stations, including equipment,	274,448 59	
Other buildings necessary for operation of railway,	110,905 77	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .		456,071 16
Other permanent property :		
Discontinued car houses and stables, . . .	\$77,188 93	
Park land and buildings,	64,742 99	
Park equipment,	10,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		151,931 92
TOTAL PERMANENT INVESTMENTS,		\$2,128,073 04

Cash and current assets :				
Cash,	.	.	.	\$45,027 74
Bills and accounts receivable,	.	.	.	8,875 35
Other cash and current assets: unexpired interest and insurance,	.	.	.	4,047 74
TOTAL CASH AND CURRENT ASSETS,				\$57,450 83
Miscellaneous assets: materials and supplies,	.	.	.	44,695 79
TOTAL,				\$2,230,219 66
LIABILITIES.				Cr.
Capital stock,	.	.	.	\$800,000 00
Funded debt,	.	.	.	1,000,000 00
Current liabilities: loans and bills payable,	.	.	.	363,339 94
Accrued liabilities: interest accrued and not yet due,	.	.	.	16,666 64
Profit and Loss balance (surplus),	.	.	.	50,213 04
TOTAL,				\$2,230,219 66

CAPITAL STOCK.				
Capital stock authorized by law,	.	.	.	\$1,200,000 00
Capital stock authorized by votes of company,	.	.	.	800,000 00
Capital stock issued and outstanding,	.	.	.	\$800,000 00
Number of shares issued and outstanding,	.	.	.	8,000
Number of stockholders,	.	.	.	96
Number of stockholders in Massachusetts,	.	.	.	87
Amount of stock held in Massachusetts,	.	.	.	\$690,500 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	Dec. 1, 1911,	\$1,000,000 00	\$50,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	.	.	.	7,680,940
Number carried per mile of main railway track operated,	.	.	.	132,471
Number of round trips run,	.	.	.	290,329
Number of car miles run,	.	.	.	1,802,093
Average number of persons employed,	.	.	.	304

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	.	.	17	
Box passenger cars equipped for electric power,	.	.	47	
Total,	.	.		64
Open passenger cars equipped for horse power,	.	.	12	
Open passenger cars equipped for electric power,	.	.	68	
Total,	.	.		80
TOTAL PASSENGER CARS OF ALL KINDS,				144

Number of all above cars with 4 wheels,	125
Number of all above cars with 8 wheels,	19
Number of electric cars equipped with fenders,	115
Construction, repair and other work cars,	6
Snow ploughs,	17
Carts and snow sleds,	13
Other vehicles: 3 road scrapers, 1 tower wagon, 1 emergency wagon, 1 top buggy, 2 open buggies, 4 express wagons, 4 sleighs, 2 pungs,	18
Electric motors,	230
Horses,	8
Harnesses (double, 11; single, 6),	17
Other items of equipment: park equipment, repair shop, tools and machinery, track and line tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	40.619 miles.
Length of second track,	17.363 "
Total length of main track owned,	57.982 "
Length of sidings, switches, etc.,	4.397 "
Total length, computed as single track,	62.379 "

System of electric motive power in use by the company : Thomson-Houston; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located : Lowell, Bellerica, Chelmsford, Dracut, Tyngsborough and Tewksbury.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (16 in number), viz.:		
With Boston & Maine Railroad at Bridge Street, Lowell, Mass.,*	2	2
With Boston & Maine Railroad at Lawrence Street, Lowell, Mass.,*	1	1
With Boston & Maine Railroad at Merrimack Street, Lowell, Mass.,*	1	2
With Boston & Maine Railroad at Broadway, Lowell, Mass.,*	1	1
With Boston & Maine Railroad at Central Street, Lowell, Mass.,*	1	2
With Boston & Maine Railroad at North Chelmsford, Mass.,*	1	2
With Boston & Maine Railroad at Rogers Street, Lowell, Mass.,*	4	1
With Boston & Maine Railroad at Lawrence Street, Lowell, Mass.,*	2	1
With Boston & Maine Railroad at Fletcher Street, Lowell, Mass.,*	2	1
With Boston & Maine Railroad at East Merrimack Street, Lowell, Mass.,*	1	2
With Boston & Maine Railroad at Gorham Street, Lowell, Mass.,	1	2
With Boston & Maine Railroad at Middlesex Street, Lowell, Mass.,	2	1
With Boston & Maine Railroad at Middlesex Street, Lowell, Mass.,	3	1
With Boston & Maine Railroad at Billerica, Mass.,	2	1
With Boston & Maine Railroad at North Chelmsford, Mass.,	1	2
With New York, New Haven & Hartford Railroad at Chelmsford Centre, Mass.,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	26	23

Number of above crossings at which frogs are inserted in the tracks, . 16

* Used exclusively for carrying freight to corporations.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	27	-	27
Employees,	-	-	1	2	1	2
Other persons,	-	-	1	14	1	14
TOTALS,	-	-	2	43	2	45

STATEMENT OF EACH ACCIDENT.

October 20, 1895. — A man, in getting off a moving car, fell and was slightly injured.

November 2. — A man, in getting off a moving car, fell and was slightly injured.

November 10. — A man, in getting off a moving car, fell and was slightly injured.

November 18. — A horse, driven by a lady, became frightened by a passing car and collided with a street railway pole, slightly injuring said lady.

November 28. — A man, in getting off a moving car, fell and was slightly injured.

December 17. — A man, in getting off a moving car, fell and was slightly injured.

December 21. — A man stepped in front of a moving car, was picked up by the fender and in the collision was slightly injured.

January 14, 1896. — A city laborer got caught between some sewer piling and a moving car and was slightly injured.

January 15. — A man, in attempting to board a moving car, was slightly injured.

February 7. — A man, in getting off a moving car, fell and was slightly injured.

February 8. — A man, in getting off a moving car, fell and was slightly injured.

March 20. — An employee, in harnessing a horse, got caught between a dump cart and side of the door and was slightly injured.

March 21. — A woman, apparently under the influence of intoxicants, stepped in front of a moving car and was injured by the force of the collision with the fender.

March 26. — A horse, driven by three children, took fright at a passing car, overturned the carriage, and slightly injured the head of one of the children.

April 3. — A gentleman and lady attempted to drive in front of a moving car between said car and a carriage; their carriage was overturned by collision with the car, and the lady's shoulder was dislocated.

April 8. — A horse became frightened by a passing car and collided with a pole, throwing the driver out and slightly injuring him.

April 20. — A young boy attempted to pass in front of a moving car, was picked up by the fender of said car and instantly killed by the collision.

April 22. — A man, in getting off a moving car, fell and was slightly injured.

April 30. — A lady, in getting off a car at rest, stumbled and injured one ankle.

May 16. — A man, in getting off a moving car, fell and was slightly injured.

May 18. — A conductor picked up a live wire and was immediately killed by the shock.

May 21. — A man stepped off a moving car, fell and was slightly injured.

May 23. — A man stepped off a moving car, fell and was slightly injured.

May 27. — A horse shied and collided with a car, throwing the driver out and injuring him slightly.

May 28. — A team turned quickly in front of a moving car; the collision threw the driver of said team out and injured him slightly.

June 11. — A lady, in getting off a moving car, fell and injured one arm.

June 26. — A man, in passing along the running board of an open car, made a misstep and was injured slightly.

June 28. — A man, in passing along the running board of an open car, outside of other passengers upon said running board, was struck by a car coming from an opposite direction and was injured.

July 2. — A collision between a wagon and a car; the intoxicated driver of the former was slightly injured.

July 2. — The back of an open car seat fell upon the foot of a passenger, slightly injuring him.

July 4. — A lady stepped off a moving car and was slightly injured.

July 4. — Owing to a short-circuit in a car, one passenger was slightly injured on his leg, and another by jumping from said car.

July 8. — A lady was slightly injured by a passenger turning over the back of a seat of an open car.

July 16. — Owing to a short-circuit in a car, two ladies jumped from said car and were slightly injured.

August 6. — A bicycle rider came quickly from a side street, collided with the rear end of a passing car and was slightly injured by the collision.

August 9. — A man, in walking on the running board of an open car, made a misstep, fell and was slightly injured.

August 15. — Owing to a collision between a wagon and a car, the driver of the former was thrown and injured somewhat.

August 27. — A lady fell in a waiting-room of this company and was slightly injured.

August 29. — A conductor fell from an open car and was slightly injured.

September 7. — A man stepped from a moving car and was slightly injured.

September 19. — Owing to a collision between two cars, one passenger was slightly injured and another had an ankle dislocated.

September 25. — Owing to a collision between a wagon and a car, the driver of the former was thrown and slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edw. M. Tucke, *President*, Lowell, Mass. August Fels, *Vice-President*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. D. D. Bartlett, *Auditor*, Lowell, Mass. P. F. Sullivan, *Clerk of Corporation and General Manager*, Lowell, Mass. Geo. F. Richardson, *General Counsel*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edw. M. Tucke, Lowell, Mass. August Fels, Lowell, Mass. Percy Parker, Lowell, Mass. E. A. Smith, Lowell, Mass. M. F. Brennan, Lowell, Mass. Thos. Costello, Lowell, Mass. John Lennon, Lowell, Mass. P. F. Sullivan, Lowell, Mass. Solomon Bachman, New York City. Mayer S. Bernheimer, New York City.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD M. TUCKE,
AUGUST FELS,
MAYER S. BERNHEIMER,
PERCY PARKER,
S. BACHMAN,
P. F. SULLIVAN,

Directors.

PERCY PARKER,

Treasurer.

P. F. SULLIVAN,

Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, MASS., Oct. 22, 1896. Then personally appeared the above-named Edward M. Tucke, August Fels, Mayer S. Bernheimer, Percy Parker, S. Bachman and P. F. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT
OF THE
LYNN & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,420,702 10
Operating expenses,	888,828 90
NET INCOME FROM OPERATION,	\$582,373 20
Miscellaneous income, less expense of collecting :	
Rent of tracks and wires,	\$4,837 88
Interest,	881 64
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,	5,219 47
GROSS INCOME ABOVE OPERATING EXPENSES,	\$587,592 67
Charges upon income accrued during the year :	
Interest on funded debt,	\$270,698 87
Interest and discount on unfunded debts and loans,	16,616 11
Taxes,	23,034 00
Rentals of leased railways :	
West End Street Railway,	\$34,203 11
East Middlesex Street Railway,	39,213 58
Boston & Chelsea Railroad,	9,505 07
Winnisimmet Railroad,	4,277 05
Boston & Revere Electric Street Railway,	4,337 78
	91,536 59
Other deductions from income :	
Expense of refunding bonds,	\$508 25
Payment on account of commissions on bonds sold,	44,000 00
Construction of temporary bridge, Chelsea,	6,646 20
Reconstruction, 1896,	35,147 57
	86,302 02
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	488,187 59
NET DIVISIBLE INCOME,	\$99,405 08

Dividends declared :		
Four per cent on \$1,100,000,	\$44,000 00	
Four per cent on \$1,220,800,	48,832 00	
TOTAL DIVIDENDS DECLARED,		\$92,832 00
Surplus for the year ending September 30, 1896,		\$6,573 08
Amount of surplus September 30, 1895,		89,220 57
Additions during the year :		
Premium on capital stock sold,	\$30,200 00	
Excess rentals, etc , for 1895, refunded,	3,987 50	
TOTAL ADDITIONS,		34,187 50
		\$129,981 15
Deductions during the year :		
Old accounts charged off,	\$2,715 71	
Loss on horses sold and died,	1,192 50	
Excess cost of track rebuilt charged off,	86,893 07	
TOTAL DEDUCTIONS,		40,801 28
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$89,179 87
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EARNINGS FROM OPERATION.		
Receipts from passengers carried,		\$1,408,992 96
Receipts from rentals of buildings and other property,		4,140 72
Receipts from sales of manure,		321 76
Receipts from advertising in cars,		7,124 97
Other earnings from operation : from use of cars, etc.,		121 69
GROSS EARNINGS FROM OPERATION,		\$1,420,702 10
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EXPENSES OF OPERATION.		
General expenses :		
Salaries of general officers and clerks,		\$41,989 16
General office expenses and supplies,		8,003 15
Legal expenses,		11,953 50
Insurance,		23,493 60
Other general expenses :		
Printing and stationery,		3,696 40
Trustees' charges, expenses of street railway associations, etc.,		4,961 76
Maintenance of roadway and buildings :		
Repair of roadbed and track,		71,951 84
Repair of electric line construction,		12,438 08
Removal of snow and ice,		10,904 66
Repair of buildings,		4,852 53
Maintenance of equipment :		
Repair of cars and other vehicles (including cleaning),		72,961 34
Repair of electric equipment of cars,		49,439 06
Harness, horse-shoeing and veterinary care,		1,189 12

Transportation expenses :	
Provender,	\$5,548 31
Cost of electric motive power,	101,275 18
Wages and compensation of persons employed in conducting transportation,	359,132 75
Damages for injuries to persons and property,	32,610 58
Rentals of buildings and other property,	5,858 64
Other transportation expenses :	
Oil, waste and supplies,	7,325 78
Miscellaneous expenses, including advertising, attractions at summer resorts, etc.,	8,738 46
TOTAL OPERATING EXPENSES,	\$838,328 90

PROPERTY ACCOUNTS.	
Additions to railway :	
Extension of railway and tracks (length, 12,819 feet),	\$137,736 64
New electric line construction (length, 88,366 feet),	26,617 14
TOTAL ADDITIONS TO RAILWAY,	\$164,353 78
Additions to equipment :	
Additional cars (44 in number),	\$70,215 72
Electric equipment of same,	38,663 94
Other additional equipment,	382 80
TOTAL ADDITIONS TO EQUIPMENT,	109,262 46
Additions to land and buildings :	
New electric power stations, including machinery, etc.,	\$169 12
Additional equipment of power stations,	1,701 76
Other new buildings necessary for operation of railway,	3,495 05
TOTAL ADDITIONS TO LAND AND BUILDINGS,	5,365 93
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$278,982 17
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts : loss on horses sold and died,	
	1,450 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$277,532 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$3,395,038 05
Electric line construction, including poles, wiring, feeder lines, etc.,	360,509 94
Interest accrued during construction of railway,	93,538 81
Salaries, engineering and other expenses incident to construction,	201,987 49
TOTAL COST OF RAILWAY OWNED,	\$4,051,069 29

Cost of equipment :		
Cars and other rolling stock and vehicles,	\$395,351 24	
Electric equipment of same,	848,000 18	
Horses,	3,700 00	
Other items of equipment,	86,612 90	
TOTAL COST OF EQUIPMENT OWNED,		\$1,333,664 32
Cost of land and buildings :		
Land and buildings necessary for operation of railway,	\$467,616 90	
Electric power stations, including equipment,	922,357 20	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,389,974 10
TOTAL PERMANENT INVESTMENTS,		\$6,774,707 71
Cash and current assets :		
Cash,	\$56,109 09	
Bills and accounts receivable,	8,463 01	
TOTAL CASH AND CURRENT ASSETS,		64,572 10
Miscellaneous assets :		
Prepaid accounts,	\$11,874 67	
Materials and supplies,	92,995 80	
Other assets and property :		
Reconstruction,	39,587 08	
Boston & Revere Electric Street Railway bonds redeemed,	2,000 00	
TOTAL MISCELLANEOUS ASSETS,		146,457 55
TOTAL,		\$6,985,737 36
LIABILITIES.		CR.
Capital stock,		\$1,220,800 00
Funded debt,		5,379,000 00
Current liabilities :		
Loans and bills payable,	\$97,519 95	
Salaries and wages,	17,914 42	
Matured interest coupons unpaid (including coupons due October 1),	10,692 50	
Rentals unpaid (including rentals due October 1),	3,805 00	
Miscellaneous current liabilities :		
Tickets,	4,113 57	
Employees' deposits,	16,960 00	
TOTAL CURRENT LIABILITIES,		151,005 44
Accrued liabilities :		
Interest accrued and not yet due,	\$82,262 51	
Taxes accrued and not yet due,	26,715 80	
Rentals accrued and not yet due,	29,139 68	
TOTAL ACCRUED LIABILITIES,		138,117 99
Sinking and other special funds: accident fund,		7,634 06
Profit and Loss balance (surplus),		89,179 87
TOTAL,		\$6,985,737 36

CAPITAL STOCK.		
Capital stock authorized by law,	\$4,000,000 00	
Capital stock authorized by votes of company,	1,220,800 00	
Capital stock issued and outstanding,		\$1,220,800 00
Number of shares issued and outstanding,	12,208	
Number of stockholders,	13	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$1,000 00	
CONTINGENT LIABILITY.		
Commission on sale of Lynn & Boston first mortgage gold bonds, due December 1, 1924, payable from future net earnings,		\$177,100 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Lynn & Boston Railroad firsts,*	6	May 15, 1900,	\$12,000 00	\$735 00
Lynn & Boston Railroad debenture,	5	May 15, 1900,	150,000 00	7,500 00
Lynn & Boston Railroad debenture,	5	April 1, 1907,	100,000 00	5,000 00
Lynn & Boston Railroad debenture,	5	March 1, 1912,	186,000 00	9,300 00
Lynn & Boston Railroad first mortgage (gold),	5	Dec. 1, 1924,	5,379,000 00	185,225 00
Lynn Belt Line Street Railway first mortgage,	5	May 1, 1910,	100,000 00	5,000 00
Essex Electric Street Railway first mortgage,	6	Jan. 1, 1911,	100,000 00	6,000 00
Naumkeag Street Railway income,	6	March 1, 1895,	500 00	-
Naumkeag Street Railway first mortgage,	5	May 1, 1900,	1,500 00	75 00
Naumkeag Street Railway first mortgage,	5	June 1, 1906,	215,000 00	10,750 00
Naumkeag Street Railway debenture,	5	April 1, 1907,	48,000 00	2,450 00
Naumkeag Street Railway first consolidated mortgage,	5	July 1, 1910,	711,000 00	36,300 00
Naumkeag Street Railway debenture,	6	Sept. 1, 1910,	24,000 00	1,440 00
Naumkeag Street Railway debenture,	6	July 1, 1911,	10,000 00	600 00
TOTALS,			\$7,038,000 00	
Less Lynn & Boston Railroad first mortgage gold bonds held in trust to redeem all other issues,			1,659,000 00	-
On bonds exchanged during the year,			-	323 87
TOTALS,			\$5,379,000 00	\$270,698 87

SPECIAL FUNDS.

Set aside during year for accident fund,	\$7,634 06
TOTAL SPECIAL FUNDS SEPTEMBER 30, 1896,	\$7,634 06

* Mortgage cancelled.

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	26,791,811
Number carried per mile of main railway track operated,	179,136
Number of round trips run,	544,148
Number of car miles run,	5,879,210
Average number of persons employed,	983

EQUIPMENT OWNED.

Box passenger cars equipped for trailers,	12	
Box passenger cars equipped for horse power,	13	
Box passenger cars equipped for electric power,	191	
Total,		216
Open passenger cars equipped for trailers,	33	
Open passenger cars equipped for horse power,	14	
Open passenger cars equipped for electric power,	256	
Total,		303
TOTAL PASSENGER CARS OF ALL KINDS,		519
Number of all above cars with 4 wheels,		517
Number of all above cars with 6 wheels,		2
Number of electric cars equipped with fenders,		462
Construction, repair and other work cars,		4
Snow ploughs (electric),		34
Other rolling stock: 1 band car,		1
Carts and snow sleds,		28
Other vehicles: 4 caravans, 4 tower wagons, 2 emergency wagons, 19 express wagons, 6 buggies, 27 sleighs and pungs, 11 levellers, 2 sweepers, 3 walkaways, 31 horse snow ploughs,		109
Electric motors,		639
Horses,		74
Harnesses (double, 55; single, 30),		85
Other items of equipment: tools for paint, wood and black-smiths' shops and for track and line repairs, engines, boilers and machinery in repair shops, fare registers, blankets, etc.		

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	99.408	20.981	1.744	122.083
Length of second track,	18.160	7.574	1.744	27.478
TOTAL LENGTH OF MAIN TRACK OWNED, ETC.,	117.568	28.505	3.488	149.561
Length of sidings, switches, etc.,	7.015	2.665	-	9.680
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	124.583	31.170	3.488	159.241

MOTIVE POWER.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	By Horse and Electric Power.	Total Operated.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	1.666	117.101	3.316	122.083
Length of second track,	-	26.800	1.118	27.478
TOTAL LENGTH OF MAIN TRACK,	1.666	143.461	4.434	149.561
Length of sidings, switches, etc., . . . . .	.089	9.463	.178	9.690
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	1.705	152.924	4.612	159.241

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Boston, Beverly, Chelsea, Danvers, Everett, Hamilton, Lynn, Malden, Marblehead, Melrose, Peabody, Revere, Salem, Saugus, Stoneham, Swampscott, Wenham, Woburn.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (38 in number), viz.:		
With Union Freight Railroad on Causeway Street, Boston,	2	2
With Fitchburg Railroad, Warren Avenue and Water Street, Boston,	2	2
With Boston & Maine on Everett Avenue, Chelsea,	4	2
With Boston & Albany on Everett Avenue, Chelsea,		
With Boston & Maine Railroad as follows :		
On Winthrop Avenue, Revere,	3	1
On Revere Street, Revere,	2	2
On Lynn Street, Revere,	2	1
On Ferry Street, Malden,	2	2
On Beach Street, Malden,	2	1
On Franklin Street, Melrose,	2	1
On Montvale Avenue, Stoneham,	1	1
On Winter Street, Saugus,	2	1
On Boston Street, Lynn,	2	1
On Summer Street, Lynn,	2	1
On Summer Street, Lynn,	2	1
On Western Avenue, Lynn,	3	2
On Commercial Street, Lynn,	3	1
On Blossom Street, Lynn,	2	1
On Market Street, Lynn,	2	2
On Central Square, Lynn,	2	4
On Chatham Street, Lynn,	2	1
On Humphrey Street, Swampscott,	1	1
On Pleasant Street, Marblehead,	1	1
On Salem Road, Marblehead,	1	1
On Loring Avenue, Salem,	1	1
On Webb Street, Salem,	3	1
On Derby Street, Salem,	3	1
On North Street, Salem,	2	2

MISCELLANEOUS — Concluded.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, etc.:		
With Boston & Maine Railroad — <i>Concluded.</i>		
On Rantoul Street, Beverly,	2	1
On Cabot Street, Beverly,	2	1
On Water Street, Danvers,	1	1
On Maple Street, Danvers,	1	1
On Elm Street, Danvers,	2	1
On Holten Street, Danvers,	1	1
On Central Street, Peabody,	2	1
On Central Street, Peabody,	1	2
On Lowell Street, Peabody,	1	1
On Willow Street, Hamilton,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	70	49

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	14	1	14	1	28
Employees,	-	-	-	3	-	3
Other persons,	-	-	1	13	1	13
TOTALS,	-	14	2	31	2	44

STATEMENT OF EACH ACCIDENT.

October 7, 1895. — Passenger jumped off moving car and fell; slightly injured.

October 8. — Man stepped in front of car and was knocked down; slightly injured.

October 30. — Car collided with team; driver of same slightly injured.

November 5. — Car collided with team; driver slightly injured.

December 8. — Car left track and struck a post; two passengers slightly injured.

December 21. — Passenger jumped off moving car; slightly injured.

December 25. — Horse, frightened at repair wagon, overturned buggy throwing occupants out; both slightly injured.

December 28. — Child stepped in front of car and was struck by same slightly injured.

January 2, 1896. — Collision of cars; one passenger slightly injured.

January 26. — Passenger lost his balance and fell from car; slightly injured.

February 8. — Employee broke finger while handling ties.

February 11. — Collision of cars; one passenger slightly injured.

March 7. — Employee, adjusting trolley, fell from car; slightly injured.

March 9. — Car collided with team; one passenger slightly injured.

March 9. — Car collided with team; driver of same slightly injured.

March 16. — Intoxicated man fell from rear platform of car; slightly injured.

April 8. — Horse shied at snow plough, overturned carriage, throwing occupants out; two slightly injured.

April 15. — Child ran in front of car; struck by same and seriously injured.

April 18. — Passenger stepped off moving car and fell; slightly injured.

April 20. — Child ran in front of car; struck by same and killed.

May 24. — Passenger stepped off moving car and fell; slightly injured.

May 30. — Woman stepped off moving car and fell; fatally injured.

June 7. — Employee slightly injured while repairing motor.

June 10. — Fuse box blew out on car, and three passengers were injured by jumping off same while it was in motion.

June 19. — Passenger stepped off moving car and fell; slightly injured.

June 21. — Collision of cars; one passenger slightly injured.

July 2. — Passenger stepped off moving car and fell; slight injuries.

July 12. — Passenger stepped off moving car and fell; slight injuries.

July 25. — Passenger stepped off moving car and fell.

July 29. — Passenger stepped off moving car and fell; slightly injured.

August 7. — Motorman reversed car to avoid striking team; one passenger slightly injured by sudden stopping of car.

August 16. — Collision of cars; four passengers slightly injured.

September 4. — Car left track; one passenger slightly injured.

September 17. — Passenger alighting from car, which at the time was grounded, received an electric shock; not seriously injured.

September 26. — Bicyclist collided with car; slightly injured.

September 28. — Car collided with team; two of the occupants slightly injured.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, 333 Union Street, Lynn, Mass. E. Francis Oliver, *Vice-President and Clerk of Corporation*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Fred E. Smith, *Auditor*, 333 Union Street, Lynn, Mass. Elwin C. Foster, *General Manager*, 333 Union Street, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Henry P. Moulton, Salem, Mass. John H. Cunningham, Chelsea, Mass. E. Francis Oliver, Boston, Mass. Bentley W. Warren, Boston, Mass. William Amory, 2d, Boston, Mass. Charles Williams, Wakefield, Mass. Cassius M. Wicker, New York, N. Y. John P. Ilsley, Philadelphia, Penn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
E. FRANCIS OLIVER,
J. H. CUNNINGHAM,
CHARLES H. NEWHALL,
W. AMORY, 2d,
ELWIN C. FOSTER,
H. P. MOULTON,
CHARLES WILLIAMS,

Directors

CHARLES WILLIAMS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 17, 1896. Then personally appeared the above-named Charles Williams, director and treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EUGENE MARLOR,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 18, 1896. Then personally appeared the above-named Amos F. Breed, E. Francis Oliver, J. H. Cunningham, Charles H. Newhall, W. Amory, 2d, Elwin C. Foster and H. P. Moulton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENTLEY W. WARREN,

Justice of the Peace.

REPORT

OF THE

MALDEN & MELROSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the West End.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.									
ASSETS.								DR.	
Cost of railway,	.	.	.	.	.	.	.		\$165,500 00
Profit and Loss balance (deficit),	.	.	.	.	.	.	.		34,500 00
TOTAL,	.	.	.	.	.	.	.		\$200,000 00
LIABILITIES.								CR.	
Capital stock,	.	.	.	.	.	.	.		\$200,000 00
TOTAL,	.	.	.	.	.	.	.		\$200,000 00
CAPITAL STOCK.									
Capital stock authorized by law,	.	.	.	.	.	.	.	\$200,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	200,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.		\$200,000 00
Number of stockholders,	.	.	.	.	.	.	.	51	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	51	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	.	.	.	.	.	.	.	6.287 miles.
Total length of main track owned,	.	.	.	.	.	.	.	6.287 "
Length of sidings, switches, etc.,	.	.	.	.	.	.	.	.478 "
Total length, computed as single track,	.	.	.	.	.	.	.	6.760 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MALDEN & MELROSE RAILROAD COMPANY,

81 MILK STREET, BOSTON, MASS.

NAME AND BUSINESS ADDRESS OF PRINCIPAL OFFICER.

John H. Studley, Jr., Clerk of Corporation, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Linus M. Child, Boston, Mass. J. H. Studley, Boston, Mass. Marcellus Coggan, Malden, Mass. H. M. Whitney, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN H. STUDLEY,
MARCELLUS COGGAN,
HENRY M. WHITNEY,
Directors.

This is a duplicate of reports of 1892, 1893, 1894 and 1895, and is so understood by the directors who sign it.

J. H. STUDLEY, JR.,
Clerk.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1896. Then personally appeared the above-named John H. Studley, Marcellus Coggan and Henry M. Whitney, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$34,564 35
Operating expenses,	27,229 71
GROSS INCOME ABOVE OPERATING EXPENSES,	\$7,334 64
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,705 00
Interest and discount on unfunded debts and loans,	2,005 78
Taxes,	1,119 76
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,830 54
NET DIVISIBLE INCOME,	\$504 10
Dividends declared (4 per cent),	3,200 00
Deficit for year ending September 30, 1896,	\$2,695 90
Amount of surplus September 30, 1895,	5,781 93
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$3,086 03
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$34,439 35
Receipts from advertising in cars,	125 00
GROSS EARNINGS FROM OPERATION,	\$34,564 35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,264 00
General office expenses and supplies,	312 87
Insurance,	2,599 80
Other general expenses: entertainment,	107 25
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,944 88
Repair of electric line construction,	180 83
Removal of snow and ice,	124 14
Repair of buildings,	177 18
Maintenance of equipment:	
Repair of cars and other vehicles,	654 64
Repair of electric equipment of cars,	548 86

Transportation expenses :

Provender,	\$103 49
Cost of electric motive power,	4,359 27
Wages and compensation of persons employed in conducting transportation,	13,394 92
Damages for injuries to persons and property,	371 75
Other transportation expenses :	
Repairs of tools,	48 04
Lighting and heating cars and buildings,	92 89
TOTAL OPERATING EXPENSES,	\$27,229 71

PROPERTY ACCOUNTS.

Additions to railway: extension of railway and tracks,	\$57 25
Additions to equipment: electric equipment,	1,068 55
Additions to land and buildings: additional equipment of power stations,	117 15
Additions to other permanent property :	
Tools and office furniture,	\$121 05
Engineering and other charges, etc.,	120 00
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	241 05
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$1,484 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$90,622 52	
Electric line construction, including poles, wiring, feeder lines, etc.,	19,774 08	
Salaries, engineering and other expenses incident to construction,	1,579 24	
TOTAL COST OF RAILWAY OWNED,		\$111,975 84
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		32,214 51
Cost of land and buildings :		
Land necessary for operation of railway,	\$7,727 59	
Electric power stations, including equipment,	26,270 72	
Other buildings necessary for operation of railway,	6,728 72	
TOTAL COST OF LAND AND BUILDINGS OWNED,		40,727 03
Other permanent property: tools and office furniture,		722 93
TOTAL PERMANENT INVESTMENTS,		\$185,640 31
Cash and current assets: cash,		71 06
Miscellaneous assets :		
Materials and supplies,	\$2,670 65	
Other assets and property: bonds as collateral,	17,000 00	
TOTAL MISCELLANEOUS ASSETS,		19,670 65
TOTAL,		\$205,382 02

LIABILITIES.										CR.	
Capital stock,		\$80,000 00
Funded debt,		80,000 00
Current liabilities: loans and bills payable,		40,724 99
Accrued liabilities: interest accrued and not yet due,		1,121 00
Sinking and other special funds: renewal, improvement and sinking fund,		500 00
Profit and Loss balance (surplus),		8,086 08
TOTAL,		\$205,382 02

CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$80,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	80,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$80,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	800
Number of stockholders,	.	.	.	.	.	.	.	.	.	18
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	18
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$80,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	6	July 2, 1914,	\$80,000 00	\$3,705 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1895, of renewal, improvement and sinking fund,	\$2,500 00
Deductions during year from renewal, improvement and sinking fund,	2,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1896,	\$500 00

VOLUME OF TRAFFIC.

Number of passengers carried during the year,	722,857
Number carried per mile of main railway track operated,	98,068
Number of round trips run,	29,282
Number of car miles run,	220,151
Average number of persons employed,	20

EQUIPMENT OWNED.

Box passenger cars equipped for electric power.	.	.	.	.	4
Open passenger cars equipped for electric power.	.	.	.	.	4
TOTAL PASSENGER CARS OF ALL KINDS.					8
Number of all above cars with 4 wheels.	.	.	.	.	8
Number of electric cars equipped with fenders.	.	.	.	.	8
Construction, repair and other work cars.	.	.	.	.	3
Snow ploughs.	.	.	.	.	3
Carts and snow sleds.	.	.	.	.	3
Other vehicles: wagons.	.	.	.	.	3
Electric motors.	.	.	.	.	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line.	.	.	.	.	.	7.371	mi.
Total length of main track owned.	.	.	.	.	.	7.371	mi.
Length of sidings, switches, etc.,	.	.	.	.	.	.573	mi.
Total length, computed as single track.	.	.	.	.	.	7.943	mi.

System of electric motive power in use by the company: Edison.

Names of the several cities and towns in which the railways operated by the company are located: city of Marlborough and town of Hudson.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	-	-	3	-	3
Employees.	-	-	-	-	-	-
Other persons.	-	-	-	-	-	-
TOTALS.	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Passenger slipped from platform of car.

Intoxicated man slipped from car.

Man jumped from car and fell.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,

TREASURER'S OFFICE, ROOM 417, JOHN HANCOCK BUILDING, BOSTON, MASS.

* NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. H. Howe, *President*, Marlborough, Mass. Thomas T. Robinson, *Treasurer*, 178 Devonshire Street, Boston, Mass. Fred'k L. Claflin, *Clerk of Corporation*, Marlborough, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. H. Howe, Marlborough, Mass. L. P. Howe, Marlborough, Mass. O. P. Walker, Marlborough, Mass. F. L. Claflin, Marlborough, Mass. J. T. Murphy, Marlborough, Mass. E. I. Sawyer, Marlborough, Mass. Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. H. HOWE,
O. P. WALKER,
THOS. T. ROBINSON,
LOUIS P. HOWE,
E. I. SAWYER,

Directors.

THOS. T. ROBINSON,

Treasurer.

H. E. BRADFORD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. MARLBOROUGH, Nov. 2, 1896. Then personally appeared the above-named S. H. Howe, O. P. Walker, Thos. T. Robinson, Louis P. Howe, E. I. Sawyer and H. E. Bradford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK L. CLAFLIN,

Justice of the Peace.

REPORT
OF THE
MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation July 16, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$297 2
Operating expenses,	759 1
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$222 1
SURPLUS SEPTEMBER 30, 1896,	\$222 1
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$29 1
GROSS EARNINGS FROM OPERATION,	\$29 1
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$3 1
General office expenses and supplies,	1 1
Other general expenses,	1 1
Transportation expenses :	
Cost of electric motive power,	2 1
Wages and compensation of persons employed in conduct- ing transportation,	12 1
Rentals of buildings and other property,	1 1
TOTAL OPERATING EXPENSES,	\$22 1
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$4,368 90
Electric line construction, including poles, wiring, feeder lines, etc.,	797 86
Salaries, engineering and other expenses in- cident to construction,	513 64
TOTAL COST OF RAILWAY OWNED,	\$5,680 40

Cash and current assets : cash,	\$557 77
TOTAL,	\$6,238 17
LIABILITIES. Cr.	
Capital stock (amount paid in on account of same), . .	\$3,692 50
Current liabilities : loans and bills payable,	2,324 79
Profit and Loss balance (surplus),	220 88
TOTAL,	\$6,238 17
CAPITAL STOCK.	
Capital stock authorized by law, . . . \$150,000 00	
Capital stock authorized by votes of company, 12,000 00	
Amount paid in on shares not yet issued,	\$3,692 50

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	19,571
Number carried per mile of main railway track operated, .	19,571
Number of round trips run,	877
Number of car miles run,	1,754
Average number of persons employed,	8
Company commenced operation July 16, 1896.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	1.000 mile.
Total length of main track owned,	1.000 "

System of electric motive power in use : Thomson-Houston.
Names of the several cities and towns in which the railways operated by the company are located : town of Tisbury, Mass.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
MARTHA'S VINEYARD STREET RAILWAY COMPANY,
113 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Josiah Quincy, *President*, Boston, Mass. Wm. H. Gallison, *Treasurer and Clerk of Corporation*, 36 Oliver Street, Boston, Mass. John A. Duggan, *Superintendent*, 113 Devonshire Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
Josiah Quincy, Boston, Mass. John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Fred. H. Smith, Quincy, Mass. J. H. Gilbert, Quincy, Mass. M. H. Curley, Boston, Mass. John A. Duggan, Atlantic, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
JOHN A. DUGGAN,
JOSIAH QUINCY,
MICHAEL H. CURLEY,
JOHN R. GRAHAM,
FRED'K H. SMITH,

Directors.

WM. H. GALLISON,

Treasurer.

JOHN A. DUGGAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 30, 1896. Then personally appeared the above named John F. Merrill, John A. Duggan, Josiah Quincy, Michael H. Curley, John R. Graham and Wm. H. Gallison, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

Justice of the Peace.

REPORT

OF THE

MILFORD, HOLLISTON & FRAMINGHAM STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation May 15, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$25,278 80
Operating expenses,	16,757 78
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,521 02
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$364 48
Taxes,	1,960 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,324 72
NET DIVISIBLE INCOME,	\$6,196 30
Dividends declared (4 per cent),	6,000 00
Surplus for year ending September 30, 1896,	\$196 30
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$196 30
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$25,278 80
GROSS EARNINGS FROM OPERATION,	\$25,278 80
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$526 97
General office expenses and supplies,	480 07
Insurance,	593 06
Maintenance of roadway and buildings :	
Repair of roadbed and track,	439 97
Repair of electric line construction,	84 32
Maintenance of equipment :	
Repair of cars and other vehicles,	182 17
Repair of electric equipment of cars,	696 67

TRANSPORTATION EXPENSES

Cost of electric power

Wages and compensation of persons employed in running
the transportation

Damages for injuries to persons and property

Tolls for freight cars and other railway

Other transportation expenses: oil, waste, chimney, grease,
etc.**TOTAL OPERATING EXPENSES****GENERAL BALANCE SHEET SEPTEMBER 30, 1904****ASSETS.****Dr.****Cost of railway:**

Roadbed and tracks, \$137,447 51

Electric line construction, including poles,
wiring, feeder lines, etc., 24,136 37Salaries, engineering and other expenses in-
cident to construction, 2,154 02**TOTAL COST OF RAILWAY OWNED, \$163,738****Cost of equipment:**

Cars and other rolling stock and vehicles, . . . \$13,362 69

Electric equipment of same, 10,003 35

Other items of equipment, 4,733 11

TOTAL COST OF EQUIPMENT OWNED, \$28,100**Cost of land and buildings:**

Land necessary for operation of railway, . . . \$513 52

Buildings necessary for operation of rail-
way, 4,691 92**TOTAL COST OF LAND AND BUILDINGS OWNED, . . . \$5,205****TOTAL PERMANENT INVESTMENTS, \$197,043****Cash and current assets:**

Cash, \$321 89

Bills and accounts receivable, 235 18

TOTAL CASH AND CURRENT ASSETS, 557**TOTAL, \$197,600****LIABILITIES.****CR.**

Capital stock, \$150,000 00

Current liabilities: loans and bills payable, . . . 47,500 00

Profit and Loss balance (surplus), 18 00

TOTAL, \$197,518**CAPITAL STOCK.**

Capital stock authorized by law, \$150,000 00

Capital stock authorized by votes of company, . . . 150,000 00

Capital stock issued and outstanding, \$150,000 00

Number of shares issued and outstanding, . . . 1,500

Number of stockholders, 15

Number of stockholders in Massachusetts, . . . 18

Amount of stock held in Massachusetts, . . . \$145,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	508,172
Number carried per mile of main railway track operated,	41,081
Number of round trips run,	4,712
Number of car miles run,	122,281
Average number of persons employed,	80
Company commenced operation May 15, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	6
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TOTAL PASSENGER CARS OF ALL KINDS,	11
Number of all above cars with 4 wheels,	11
Number of electric cars equipped with fenders,	11
Snow ploughs,	2
Electric motors,	22

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	11.870	.500	12.370
Total length of main track owned, etc.,	11.870	.500	12.370
Length of sidings, switches, etc., . . . . .	.240	-	.240
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	12.110	.500	12.610

System of electric motive power in use by the company: Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Milford, Holliston, Ashland and South Framingham.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	2	-	3

• STATEMENT OF EACH ACCIDENT.

May 29, 1896. — Car struck wagon; occupant slightly scratched.

June 23. — Man left car while in motion; was thrown to the ground, scratching the side of his face.

July 5. — Horse jumped in front of car; car struck the carriage, slightly injuring it; occupants uninjured.

August 15. — Woman stepped from moving car; was thrown to the ground and slightly bruised.

September 10. — Car collided with carriage; occupants uninjured.

September 11. — In coming around curve, car collided with carriage, throwing occupants; no injury.

September 12. — Woman stepped from moving car; was thrown to the ground; no injury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY CO.,
HOLLISTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. B. Ferguson, *President*, Malden, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, Malden, Mass. Geo. B. Larrabee, *Superintendent*, Holliston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. B. Ferguson, Malden, Mass. E. R. McPherson, Boston, Mass. W. F. Ford, Boston, Mass. W. G. Benedict, Boston, Mass. N. Sumner Myrick, Boston, Mass. Charles E. Barnes, Plymouth, Mass. C. A. Richardson, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
CHARLES E. BARNES,
E. R. MCPHERSON,
N. SUMNER MYRICK,
Directors.
GEO. A. BUTMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1896. Then personally appeared the above-named W. B. Ferguson, Chas. E. Barnes, E. R. McPherson, N. Sumner Myrick and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

MILFORD & HOPEDALE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$6,914 95
Operating expenses,	8,321 59
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$3,593 36
Charges upon income accrued during the year: taxes, . .	992 96
NET DIVISIBLE INCOME,	\$2,600 40
Dividends declared (4 per cent),	2,400 00
Surplus for year ending September 30, 1896,	\$200 40
Amount of deficit September 30, 1895,	8,199 01
Additions during the year: assessment on capital stock,	\$60,000 00
Deductions during the year: amount charged off for depreciation of property,	51,800 99
NET ADDITION FOR THE YEAR,	8,199 01
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$200 40
EARNINGS FROM OPERATION.	
Receipts from tolls for use of tracks by other companies, . .	\$1,357 28
Other earnings from operation: rental of power,	5,557 67
GROSS EARNINGS FROM OPERATION,	\$6,914 95
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$81 25
Insurance,	396 26
Transportation expenses: cost of electric motive power, . .	2,894 08
TOTAL OPERATING EXPENSES,	\$3,321 59

PROPERTY ACCOUNTS.		
Additions to railway :		
Reconstruction of railway and tracks (length, 12,923 feet),	\$30,574 89	
New electric line construction (length, 12,923 feet),	4,205 82	
TOTAL ADDITIONS TO RAILWAY,		\$34,780 71
Additions to equipment :		
Additional cars (4 in number, with trucks),	\$4,125 60	
Electric equipment of same,	8,560 86	
Other additional equipment,	441 00	
TOTAL ADDITIONS TO EQUIPMENT,		8,127 46
Additions to land and buildings :		
Additional land necessary for operation of railway,	\$640 80	
New electric power stations, including machinery, etc.,	43,231 56	
Other new buildings necessary for operation of railway,	4,236 81	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		48,109 17
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$91,017 34
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts : 6½ miles of original track construction taken up and sold,		
		51,800 99
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$39,216 35
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
	ASSETS.	DR.
Cost of railway :		
Roadbed and tracks,	\$30,574 89	
Electric line construction, including poles, wiring, feeder lines, etc.,	4,205 82	
TOTAL COST OF RAILWAY OWNED,		\$34,780 71
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$4,125 60	
Electric equipmt of same,	8,560 86	
Other items of equipment,	441 00	
TOTAL COST OF EQUIPMENT OWNED,		8,127 46
Cost of land and buildings :		
Land necessary for operation of railway,	\$640 80	
Electric power stations, including equipment,	43,231 56	
Other buildings necessary for operation of railway,	4,236 81	
TOTAL COST OF LAND AND BUILDINGS OWNED,		48,109 17
TOTAL PERMANENT INVESTMENTS,		\$91,017 34
Cash and current assets :		
Cash,	\$2,224 77	
Bills and accounts receivable,	724 48	
TOTAL CASH AND CURRENT ASSETS,		2,949 25
TOTAL,		\$93,966 59

LIABILITIES.				CR.	
Capital stock,	.	.	.	.	\$60,000 00
Current liabilities : loans and bills payable,	.	.	.	.	83,766 19
Profit and Loss balance (surplus),	.	.	.	.	200 40
TOTAL,				.	\$93,966 59
CAPITAL STOCK.					
Capital stock authorized by law,	.	.	.	\$60,000 00	
Capital stock authorized by votes of company,	.	.	.	60,000 00	
Capital stock issued and outstanding,	.	.	.	.	\$60,000 00
Number of shares issued and outstanding,	.	.	.	600	
Number of stockholders,	.	.	.	15	
Number of stockholders in Massachusetts,	.	.	.	14	
Amount of stock held in Massachusetts,	.	.	.	\$59,000 00	

EQUIPMENT OWNED.				
Box passenger cars equipped for electric power,	.	.	.	2
Open passenger cars equipped for electric power,	.	.	.	2
TOTAL PASSENGER CARS OF ALL KINDS,				4
Number of all above cars with 4 wheels,	.	.	.	4
Number of electric cars equipped with fenders,	.	.	.	4
Snow ploughs,	.	.	.	1
Electric motors,	.	.	.	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).				
Length of railway line,	.	.	.	2.280 miles.
Total length of main track owned,	.	.	.	2.280 "
Length of sidings, switches, etc.,	.	.	.	.160 "
Total length, computed as single track,	.	.	.	2.440 "

System of electric motive power in use by the company : single trolley ; Gen-
eral Electric.

Names of the several cities and towns in which the railways operated by the
company are located : Milford and Hopedale.

MISCELLANEOUS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz. :		
With New England Railroad, Main Street, Milford,	1	1
With New England Railroad, Central Street, Milford,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & HOPEDALE STREET RAILWAY COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. B. Ferguson, *President*, Malden, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, Malden, Mass. Geo. B. Larrabee, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. B. Ferguson, Malden, Mass. W. F. Ford, Boston, Mass. E. R. McPherson, Cambridgeport, Mass. N. Sumner Myrick, Boston, Mass. Chas. E. Barnes, Plymouth, Mass. Chas. A. Richardson, Worcester, Mass. W. G. Benedict, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
CHARLES E. BARNES,
E. R. MCPHERSON,
N. SUMNER MYRICK,

Directors.

GEO. A. BUTMAN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1896. Then personally appeared the above-named W. B. Ferguson, Charles E. Barnes, E. R. McPherson, N. Sumner Myrick and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

MONTAGUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Consolidated June 1, 1896, with the Greenfield & Turner's Falls.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,864 90
Operating expenses,	6,004 18
NET DEFICIT FROM OPERATION,	\$639 28
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	1,886 81
NET DEFICIT,	\$2,526 09
Dividends declared (5 per cent),	2,000 00
Deficit June 1, 1896,	\$4,526 09
Amount of surplus September 30, 1895,	\$4,526 09
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,779 09
Receipts from advertising in cars,	145 81
Other earnings from operation: rental of power,	2,440 00
GROSS EARNINGS FROM OPERATION,	\$5,864 90
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,841 92
General office expenses and supplies,	470 95
Maintenance of roadway and buildings:	
Repair of roadbed and track,	192 86
Repair of electric line construction,	52 27
Removal of snow and ice,	12 67
Maintenance of equipment:	
Repair of cars and other vehicles,	77 64
Repair of electric equipment of cars,	91 76

Transportation expenses :	
Cost of electric motive power,	\$2,000 11
Wages and compensation of persons employed in conducting transportation,	686 98
Rentals of buildings and other property,	1,000 00
Other transportation expenses : oil, waste, tickets, etc.,	77 52
TOTAL OPERATING EXPENSES,	\$6,004 13

GENERAL BALANCE SHEET JUNE 1, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$53,264 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	11,000 00	
Salaries, engineering and other expenses incident to construction,	855 76	
TOTAL COST OF RAILWAY OWNED,		\$65,119 76
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$4,400 00	
Electric equipment of same and 1 generator,	5,636 35	
Other items of equipment,	567 07	
TOTAL COST OF EQUIPMENT OWNED,		10,603 42
Cost of land and buildings :		
Land necessary for operation of railway,	\$807 05	
Electric power stations, including equipment,	15,000 00	
Other buildings necessary for operation of railway,	262 89	
TOTAL COST OF LAND AND BUILDINGS OWNED,		16,069 94
TOTAL,		\$91,793 12
LIABILITIES.		CR.
Capital stock,		\$40,000 00
Current liabilities : loans and bills payable,		51,793 12
TOTAL,		\$91,793 12

CAPITAL STOCK.

Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		\$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	12	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	\$40,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried, October 1, 1895, to June 1, 1896,	56,538
Number carried per mile of main railway track operated,	8,170
Number of round trips run,	2,269
Number of car miles run,	31,310
Average number of persons employed,	7

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	1
Open passenger cars equipped for electric power,	3
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS,	4
Number of all above cars with 4 wheels,	4
Electric motors,	8
Other items of equipment: extra armature and duplicate electrical parts.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	6.620	.300	6.920
Total length of main track owned, etc.,	6.620	.300	6.920
Length of sidings, switches, etc., . . . .	.140	-	.140
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, .	6.760	.300	7.060

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Montague.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MONTAGUE STREET RAILWAY COMPANY,

LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

F. E. Lowe, *President*, Greenfield, Mass. C. E. Dresser, *Treasurer and Clerk of Corporation*, Leominster, Mass. H. C. Garfield, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. E. Dresser, Leominster, Mass. Chas. E. Hudson, Leominster, Mass.
A. S. Paton, Leominster, Mass. H. L. Pierce, Leominster, Mass. Frank E.
Lowe, Greenfield, Mass. Chas. E. Barnes, Plymouth, Mass. W. B. Fer-
guson, Malden, Mass.

We hereby certify that the statements contained in the foregoing are true and correct.

CHAS. E. DRESSER

CHAS. E. HUBSON

A. S. PATON

H. L. PIERCE

FRANK E. LOWE

CHAS. E. DRESSER

HARRY C. GARFIELD

Signatures

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. GREENFIELD, MASS., Nov. 3, 1896. Then personally appeared the above-named Frank E. Lowe and Harry C. Garfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN D. BOWKEL

Justice of the Peace

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. LEONIKSTER, Nov. 4, 1896. Then personally appeared the above-named A. S. Paton, Chas. E. Dresser, Charles E. Hubson and H. L. Pierce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. J. LOTHROP

Justice of the Peace

REPORT

OF THE

MYSTIC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation May 7, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,987 01
Operating expenses,	3,602 64
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,334 37
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$339 15
Taxes,	302 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	641 15
Surplus for year ending September 30, 1896,	\$693 22
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$693 22
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,933 85
Receipts from tolls for use of tracks by other companies,	3 16
GROSS EARNINGS FROM OPERATION,	\$4,937 01
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$215 44
General office expenses and supplies,	190 10
Insurance,	278 88
Maintenance of roadway and buildings:	
Repair of roadbed and track,	45 30
Repair of electric line construction,	1 65
Maintenance of equipment: repair of electric equipment of cars,	109 75
Transportation expenses:	
Cost of electric motive power,	1,029 57
Wages and compensation of persons employed in conducting transportation,	1,688 70
Damages for injuries to persons and property,	25 00
Other transportation expenses: oil, waste, chimneys, etc.,	18 75
TOTAL OPERATING EXPENSES,	\$3,602 64

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$39,172 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	7,580 76	
Salaries, engineering and other expenses incident to construction,	2,472 25	
TOTAL COST OF RAILWAY OWNED,		\$49,225 75
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$1,907 85	
Electric equipment of same,	2,154 30	
Other items of equipment,	107 72	
TOTAL COST OF EQUIPMENT OWNED,		4,169 87
TOTAL PERMANENT INVESTMENTS,		\$53,395 62
Cash and current assets:		
Cash,	\$1,367 74	
Bills and accounts receivable,	839 29	
Other cash and current assets: unexpired insurance,	424 62	
TOTAL CASH AND CURRENT ASSETS,		2,631 65
TOTAL,		\$56,027 27
LIABILITIES.		Cr.
Capital stock,		\$40,000 00
Current liabilities: loans and bills payable,		15,884 27
Profit and Loss balance (surplus),		2,143 00
TOTAL,		\$58,027 27
CAPITAL STOCK.		
Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		\$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	9	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$30,500 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	9,344
Number carried per mile of main railway track operated,	2,336
Number of round trips run,	2,550
Number of car miles run,	2,550
Average number of persons employed,	
Company commenced operation May 7, 1896.	

EQUIPMENT OWNED.

Open passenger cars equipped for electric power,	2
Number of all above cars with 4 wheels,	1
Number of all above cars with 8 wheels,	1
Number of electric cars equipped with fenders,	2
Electric motors,	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	3.240 miles.
Total length of main track owned,	3.240 "
Length of sidings, switches, etc., . . . . .	.040 "
Total length, computed as single track,	3.280 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Stoneham and Winchester.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	1	-	2

STATEMENT OF EACH ACCIDENT.

July 5, 1896. — Woman stepped from car while it was in motion; was slightly injured.
August 28. — Car struck team, throwing the driver out and shaking him up badly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
MYSTIC VALLEY STREET RAILWAY COMPANY,
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Jas. F. Shaw, *Vice-President, Treasurer and General Manager*, Newburyport, Mass. Geo. A. Butman, *Clerk of Corporation*, Malden, Mass. Chas. F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Wakefield, Mass. Jas. F. Shaw, Newburyport, Mass. John H. Cunningham, Chelsea, Mass. H. Fisher Eldredge, Newburyport, N. H. Geo. A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing are full, just and true.

J. H. CUNNINGHAM.

JAS. F. SHAW.

H. FISHER ELDREDGE.

JAS. F. SHAW.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DEC. 26, 1896. Then personally appeared the above-named J. H. Cunningham, Jas. F. Shaw and H. Fisher Eldredge, and severally swore to the truth of the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN.

Justice of the P.

REPORT

OF THE

NANTASKET ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Tracks used by the Hingham.]

GENERAL EXHIBIT FOR THE YEAR.		
Tolls for use of tracks,	.	\$1,716 30
Expenses and charges upon income accrued during the year:		
Treasurer's bond,	\$25 00	
Taxes,	20 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,	45 00	
Surplus for year ending September 30, 1896,		\$1,671 30
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$1,671 30

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.	Dr.	
Cost of railway:		
Roadbed and tracks,	\$24,414 82	
Electric line construction, including poles, wiring, feeder lines, etc ,	3,913 31	
Salaries, engineering and other expenses incident to construction,	712 18	
TOTAL COST OF RAILWAY OWNED,	\$29,040 31	
Cash and current assets:		
Cash,	\$12 82	
Bills and accounts receivable,	1,716 30	
TOTAL CASH AND CURRENT ASSETS,	1,729 12	
TOTAL,		\$30,769 43

LIABILITIES.		Cr.	
Capital stock,	.	.	\$12,500 00
Current liabilities: miscellaneous	current		
liabilities:			
Construction account,	.	\$16,398 13	
Legal expenses,	.	200 00	
TOTAL CURRENT LIABILITIES,		.	16,598 13
Profit and Loss balance (surplus),	.	.	1,671 30
TOTAL,		.	\$30,769 43
CAPITAL STOCK.			
Capital stock authorized by law,	.	\$12,500 00	
Capital stock authorized by votes of company,	.	12,500 00	
Amount paid in on 125 shares not yet issued,	.	.	\$12,500 00
Number of stockholders,	.	5	
Number of stockholders in Massachusetts,	.	None.	

DESCRIPTION OF RAILWAY OWNED, ETC.

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	1.615	-	1.615
Length of second track,	-	.474	.474
TOTAL LENGTH OF MAIN TRACK OWNED, ETC.,	1.615	.474	2.089
Length of sidings, switches, etc.,	.124	-	.124
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	1.739	.474	2.213

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad at Nantasket,		
Hull,	2	1

Number of above crossings at which frogs are inserted in the tracks, 3

CORPORATE NAME AND ADDRESS OF THE COMPANY,
NANTASKET ELECTRIC STREET RAILWAY COMPANY,
HINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry N. Brooks, *President and Superintendent*, 1414 South Penn Square, Philadelphia, Pa. Albert L. Register, *Treasurer and Clerk of Corporation*, 1414 South Penn Square, Philadelphia, Pa. Arthur H. Brooks, *General Counsel*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry N. Brooks, 1414 South Penn Square, Philadelphia, Pa. Albert L. Register, Wynnewood, Pa. David Pepper, Jr., 1827 Spruce Street, Philadelphia, Pa. C. Walter Palmer, 2216 North 12th Street, Philadelphia, Pa. J. DeW. Duncan, 708 Tremont Place, Philadelphia, Pa.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY N. BROOKS,
ALBERT L. REGISTER,
DAVID PEPPER, JR.,
C. WALTER PALMER,
JOHN DEW. DUNCAN,
Directors.
ALBERT L. REGISTER,
Treasurer.
HENRY N. BROOKS,
Superintendent.

STATE OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. OCT. 28, 1896. Then personally appeared the above-named Henry N. Brooks, Albert L. Register, David Pepper, Jr., C. Walter Palmer and John DeW. Duncan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH W. SHANNON,
Notary Public.

REPORT

OF THE

NATICK & COCHITCATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	\$200 00
Operating expenses,	150 00
GROSS INCOME ABOVE OPERATING EXPENSES,	50 00
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$54 75
Taxes,	64 45
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	119 20
NET DIVISIBLE INCOME,	30 80
Dividends declared (5 per cent),	2 50
Surplus for year ending September 30, 1896,	28 30
Amount of surplus September 30, 1895,	100 00
Deductions during the year: error in 1895 account,	69 70
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$127 60

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$270 00
Receipts from carriage of mails and parcels,	10 00
Receipts from advertising in cars,	10 00
Other earnings from operation,	10 00
GROSS EARNINGS FROM OPERATION,	\$300 00

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$24 00
General office expenses and supplies,	4 00
Insurance,	5 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$50 00
Removal of snow and ice,	10 00
Repair of buildings,	10 00

Maintenance of equipment:	
Repair of cars and other vehicles,	\$3,835 96
Repair of electric equipment of cars,	2,262 41
Transportation expenses:	
Cost of electric motive power,	6,103 28
Wages and compensation of persons employed in conducting transportation,	9,669 20
Damages for injuries to persons and property,	285 00
Other transportation expenses: lighting street,	95 00
TOTAL OPERATING EXPENSES,	\$29,783 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$56,610 80
Electric line construction, including poles, wiring, feeder lines, etc.,	12,457 25
Salaries, engineering and other expenses incident to construction,	675 00
TOTAL COST OF RAILWAY OWNED,	\$69,743 05
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$12,400 00
Electric equipment of same,	14,235 18
Horses,	30 46
TOTAL COST OF EQUIPMENT OWNED,	26,665 64
Cost of land and buildings:	
Land necessary for operation of railway,	\$2,500 00
Buildings necessary for operation of railway,	6,720 00
TOTAL COST OF LAND AND BUILDINGS OWNED,	9,220 00
TOTAL PERMANENT INVESTMENTS,	\$105,628 69
Cash and current assets: cash,	3,632 91
TOTAL,	\$109,261 60
LIABILITIES.	Cr.
Capital stock,	\$100,000 00
Current liabilities: loans and bills payable,	1,500 00
Profit and Loss balance (surplus),	7,761 60
TOTAL,	\$109,261 60

CAPITAL STOCK.	
Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued and outstanding,	\$100,000 00
Number of shares issued and outstanding,	1,000
Number of stockholders,	134
Number of stockholders in Massachusetts,	133
Amount of stock held in Massachusetts,	\$99,900 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	754,402
Number carried per mile of main railway track operated,	79,411
Number of round trips run,	20,673
Number of car miles run,	189,767
Average number of persons employed,	23

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	1	
Box passenger cars equipped for electric power,	7	
Total,		8
Open passenger cars equipped for horse power,	1	
Open passenger cars equipped for electric power,	6	
Total,		7
TOTAL PASSENGER CARS OF ALL KINDS,		15
Number of all above cars with 4 wheels,		15
Number of electric cars equipped with fenders,		13
Construction, repair and other work cars,		1
Snow ploughs,		1
Electric motors,		19
Horses,		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	9.000 miles.
Total length of main track owned,	9.000 "
Length of sidings, switches, etc., . . . . .	.500 "
Total length, computed as single track,	9.500 "

System of electric motive power in use by the company : Westinghouse ; single trolley.

Names of the several cities and towns in which the railways operated by the company are located : Natick, Wellesley and Wayland.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad at Central Street, Wellesley (side track),	1	1
With Boston & Albany Railroad at Washington Street, Wellesley (side track),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	1	-	-	-	1
Other persons,	-	1	-	-	-	1
TOTALS,	-	2	-	-	-	2

STATEMENT OF EACH ACCIDENT.

Employee struck by car; slightly injured.
Collision with carriage; slight injury to driver.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
NATICK, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Robert W. Harwood, *Treasurer*, Natick, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass. P. H. Cooney, *General Counsel*, Natick, Mass. George F. Keep, *Superintendent*, Cochituate, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harrison Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. Charles A. Pooke, Natick, Mass. S. W. Holmes, Natick, Mass. R. W. Harwood, Natick, Mass. George F. Keep, Cochituate, Mass. O. A. Felch, North Natick, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRISON HARWOOD,
OLIVER A. FELCH,
FRANK H. HAYES,
R. W. HARWOOD,
GEORGE F. KEEP,
Directors.
R. W. HARWOOD,
GEORGE F. KEEP,
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. OCT. 27, 1896. Then personally appeared the above-named Harrison Harwood, Oliver A. Felch, Frank H. Hayes, R. W. Harwood and Geo. F. Keep, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, STEPHEN W. HOLMES,
Justice of the Peace.

REPORT

OF THE

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$67,614 32
Operating expenses,	41,168 41
GROSS INCOME ABOVE OPERATING EXPENSES,	\$26,445 91
Charges upon income accrued during the year:	
Interest on funded debt,	\$17,900 00
Interest and discount on unfunded debts and loans,	6,353 76
Taxes,	1,328 59
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	25,577 35
Surplus for year ending September 30, 1896,	\$863 56
Amount of surplus September 30, 1895,	9,255 66
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$10,124 22
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$66,305 45
Receipts from tolls for use of tracks by other companies,	411 45
Receipts from rentals of buildings and other property,	576 32
Receipts from advertising in cars,	300 00
Other earnings from operation: miscellaneous income, weighing machine, etc.,	21 10
GROSS EARNINGS FROM OPERATION,	\$67,614 32
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,879 92
General office expenses and supplies,	367 33
Insurance,	1,380 22
Other general expenses:	
Miscellaneous expense,	4,138 44
Straw and miscellaneous car expenses,	44 20

Maintenance of roadway and buildings :

Repair of roadbed and track,	\$965 53
Repair of electric line construction,	333 61
Removal of snow and ice,	484 53
Repair of buildings,	122 09

Maintenance of equipment :

Repair of cars and other vehicles,	1,383 56
Repair of electric equipment of cars,	2,703 65

Transportation expenses :

Provender,	432 84
Cost of electric motive power,	4,996 40
Wages and compensation of persons employed in conducting transportation,	20,190 56
Damages for injuries to persons and property,	288 25
Rentals of buildings and other property,	689 50
Other transportation expenses :	
Repairs of steam plant,	748 52
Repairs of electric plant,	18 66

TOTAL OPERATING EXPENSES,	\$41,168 41
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PROPERTY ACCOUNTS.**Additions to railway :**

Extension of railway and tracks in auxiliary car house (length, 300 feet),	\$344 04
New electric line construction in auxiliary car house (length, 34,320 feet 0000 feed wire),	5,846 57

TOTAL ADDITIONS TO RAILWAY,	\$6,190 61
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Additions to equipment: other additional equipment, new fenders,	480 00
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Additions to land and buildings :

Additional equipment of power station,	\$187 34
New buildings necessary for operation of railway: auxiliary car house,	460 25

TOTAL ADDITIONS TO LAND AND BUILDINGS,	647 59
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$7,818 20
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway,		\$324,609 98
Cost of equipment,		160,153 15
Cost of land and buildings,		45,644 26
TOTAL PERMANENT INVESTMENTS,		\$530,407 39
Cash and current assets :		
Cash,	\$2,330 23	
Bills and accounts receivable,	4,767 81	
Other cash and current assets: unexpired insurance,	707 84	
TOTAL CASH AND CURRENT ASSETS,		7,805 88
Miscellaneous assets: materials and supplies,		14,922 57
TOTAL,		\$553,135 84

LIABILITIES.										CR.	
Capital stock,	.	.	.	.	.	.	.	.	.		\$80,000 00
Funded debt,	.	.	.	.	.	.	.	.	.		350,000 00
Current liabilities: loans and bills payable,	.	.	.	.	.	.	.	.	.		113,011 62
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.		10,124 22
TOTAL,	.	.	.	.	.	.	.	.	.		\$553,135 84
CAPITAL STOCK.											
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$80,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	80,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.		\$80,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	800	
Number of stockholders,	.	.	.	.	.	.	.	.	.	30	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	30	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	5	March 1, 1912,	\$350,000 00	\$17,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	.	.	.	.	.	1,367,851
Number carried per mile of main railway track operated,	.	.	.	.	.	75,798
Number of round trips run,	.	.	.	.	.	28,519
Number of car miles run,	.	.	.	.	.	342,232
Average number of persons employed,	.	.	.	.	.	50

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	.	.	.	.	.	3	
Box passenger cars equipped for electric power,	.	.	.	.	.	13	
Total,	.	.	.	.	.		16
Open passenger cars equipped for horse power,	.	.	.	.	.	11	
Open passenger cars equipped for electric power,	.	.	.	.	.	14	
Total,	.	.	.	.	.		25
TOTAL PASSENGER CARS OF ALL KINDS,	.	.	.	.	.		41
Number of all above cars with 4 wheels,	.	.	.	.	.		41
Snow ploughs,	.	.	.	.	.		5
Barges and omnibuses,	.	.	.	.	.		2
Carts and snow sleds,	.	.	.	.	.		4

Other vehicles: Goddard buggy, Concord wagon, express wagon, flat wagon, line wagon.	
Electric motors,	50
Horses,	5
Harnesses (double, 2; single, 6),	8
Other items of equipment: eight stoves, scrapers, tools and office furniture.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.046 miles.
Total length of main track owned,	18.046 "
Length of sidings, switches, etc.,	1.784 "
Total length, computed as single track,	19.780 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Newburyport, Amesbury, Merrimac, Newbury.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine, Washington Street, Newburyport,	3	1
With Boston & Maine, Purchase Street, Newburyport,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

GENERAL REMARKS AND EXPLANATIONS.

The Purchase Street crossing is used only for freight transportation by the Boston & Maine Railroad Company.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	5	-	8
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	4	-	5	-	9

STATEMENT OF EACH ACCIDENT.

January 27, 1896. — Gentleman slipped and fell while boarding moving car: slightly bruised.

February 8. — Gentleman thrown from team and cut about the face; horse frightened at car.

April 10. — Car struck small boy, throwing him down.

April 15. — Child fell from car to ground; bruised about the head.

June 7. — Child injured while boarding car.

August 12. — Lady injured her knee in rear end collision of two cars.

August 20. — Gentleman standing on running board of car injured his knee by collision with a team.

September 15. — Gentleman stepped from moving car and bruised his nose.

September 16. — Car struck team, throwing two men out; one man slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY.

82 MARKET SQUARE, NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Odell, *President*, Salem, Mass. Thomas H. Johnson, *Vice-President*, Salem, Mass. Ralph G. Calef, *Treasurer and Clerk of Corporation*, Newburyport, Mass. C. Fred Dennis, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Odell, Salem, Mass. Thomas H. Johnson, Salem, Mass. Rufus H. Brown, Peabody, Mass. Charles H. Odell, Salem, Mass. C. C. G. Thornton, Boston, Mass. Geo. H. Stevens, Newburyport, Mass. John M. Anderson, Salem, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES ODELL,
GEORGE H. STEVENS,
CHARLES H. ODELL,
THOS. H. JOHNSON,

Directors.

RALPH G. CALEF,

Treasurer

C. F. DENNIS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, Oct. 30, 1896. Then personally appeared the above-named George H. Stevens, director, Ralph G. Calef, treasurer, and C. F. Dennis, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. V. FELKER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, Nov. 6, 1896. Then personally appeared the above-named Charles Odell, Thomas H. Johnson and Charles H. Odell, directors, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR A. FORNESS,

Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$23,421
Operating expenses,	6,125
GROSS INCOME ABOVE OPERATING EXPENSES,	\$17,296
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,750 00
Interest and discount on unfunded debts and loans,	153 84
Taxes,	1,525 23
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,429
NET DIVISIBLE INCOME,	\$12,500
Dividends declared (8 per cent*),	15
Deficit for year ending September 30, 1896,	3
Amount of surplus September 30, 1895,	24
Deductions during the year: accounts charged off,	5
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$29,527
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$84,271
Receipts from carriage of mails and parcels,	1,000
Receipts from rentals of buildings and other property,	1,000
Receipts from advertising in cars,	60
Receipts from interest on deposits,	25
Other earnings from operation: income other sources, profit on bonds, and sales of old iron, junk, etc.,	27
GROSS EARNINGS FROM OPERATION,	\$86,583
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$6,000
General office expenses and supplies,	1,000
Legal expenses,	1,000
Insurance,	2,000

* On varying amount of capital stock.

Other general expenses :		
Oil, grease, fuel and lamps,		\$453 72
Miscellaneous expenses,		2,864 52
Maintenance of roadway and buildings :		
Repair of roadbed and track,		7,192 86
Repair of electric line construction,		1,374 93
Removal of snow and ice,		423 96
Repair of buildings,		764 08
Maintenance of equipment :		
Repair of cars and other vehicles,		1,703 39
Repair of electric equipment of cars,		2,971 81
Equipment account,		6,637 48
Transportation expenses :		
Provender,		286 59
Cost of electric motive power,		7,627 53
Wages and compensation of persons employed in conducting transportation,		21,349 12
Damages for injuries to persons and property,		782 60
TOTAL OPERATING EXPENSES,		\$65,525 41

PROPERTY ACCOUNTS.

Additions to railway : extension of railway and tracks (length, 50 feet),	\$1,982 77
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: land taken by the city of Newton,	1,988 00
NET DEDUCTION FROM PROPERTY ACCOUNTS,	\$5 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$125,328 92	
Electric line construction, including poles, wiring, feeder lines, etc.,	85,072 19	
Interest accrued during construction of rail- way,	2,766 18	
Salaries, engineering and other expenses in- cident to construction,	12,630 85	
Other railways (original cost, \$52,270.35) purchased for,	45,582 56	
	<hr/>	
TOTAL COST OF RAILWAY OWNED,		\$221,380 70
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$61,554 86	
Other items of equipment,	29,501 08	
	<hr/>	
TOTAL COST OF EQUIPMENT OWNED,		91,055 94
Cost of land and buildings: land necessary for operation of railway,		
		37,393 22
		<hr/>
TOTAL PERMANENT INVESTMENTS,		\$349,829 86

Cash and Current Assets

Cash	\$ 75 30
Receivables and accounts receivable	11,000 00
Notes and current assets (see page 301)	
Assets in office	100 00

Total Cash and Current Assets

Total

LIABILITIES

Capital stock	
Preferred stock	
Mechanisms current liabilities: see William & Son	
Profit and Loss balance surplus	

Total

CAPITAL STOCK

Capital stock authorized by law	\$200,000 00
Capital stock authorized by votes of company	200,000 00
Capital stock issued and outstanding	
Number of shares issued and outstanding	200,000
Number of stockholders	100
Number of stockholders in Massachusetts	50
Amount of stock held in Massachusetts	\$200,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.
	Per Cent.		
Bonds	5	1912	\$135,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	
Number carried per mile of main railway track operated	
Number of round trips run	
Number of car miles run	
Average number of persons employed	

EQUIPMENT OWNED.

Box passenger cars equipped for horse power	1
Box passenger cars equipped for electric power	13
Total	14
Open passenger cars equipped for horse power	2
Open passenger cars equipped for electric power	16
Total	18
TOTAL PASSENGER CARS OF ALL KINDS	32

Number of all above cars with 4 wheels,	31
Number of all above cars with 8 wheels,	1
Number of electric cars equipped with fenders,	28
Construction, repair and other work cars,	2
Snow ploughs,	2
Carts,	1
Other vehicles (1 tower wagon, 1 heavy wagon, 1 express wagon, 1 democrat wagon, 1 pung, 2 snow levellers),	7
Electric motors,	28
Horses,	2
Harnesses (double, 2; single, 8),	5

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	9.725 mles.
Length of sidings, switches, etc., . . . . .	.730 "
Total length, computed as single track,	10.455 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Fitchburg Railroad at Moody Street, Waltham,	3	1
With Fitchburg Railroad at Main Street, Waltham,	2	1
With Fitchburg Railroad at River Street, Waltham,*	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	7	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	8	-	10
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	8	-	10

STATEMENT OF EACH ACCIDENT.

October 24, 1895. — Man fell off moving car; injuries slight.
November 15. — Woman fell in leaving motionless car; slight injuries.

* Not yet in use, except by the Fitchburg Railroad Company.

February 22, 1896. — Cars collided; caused by slippery rails; one car slightly hurt.

April 18. — Man stepped off moving car and fell; slightly injured.

May 2. — Man stepped off moving car and fell; slightly injured.

May 6. — Man stepped off moving car and fell; slightly injured.

June 17. — Woman fell from moving car.

August 26. — Trolley wire fell over moving car; two women escaped by jumping off.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

WEST NEWTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Winthrop Coffin, *President*, West Newton, Mass. Ephraim Stearns, *President*, 74 Franklin Street, Boston, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. John C. Lane, *Clerk of Corporation*, State Street, Boston, Mass. Morse & Lane, *General Counsel*, 28 State Street, Boston, Mass. Francis G. L. Henderson, *Superintendent*, West Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Winthrop Coffin, Brookline, Mass. Charles W. Smith, Boston, Mass. George W. Morse, Newtonville, Mass. Ephraim Stearns, Waltham, Mass. Thomas P. Smith, Waltham, Mass. John W. Weeks, West Newton, Mass. Sydney Harwood, Newton, Mass. Samuel Farquhar, Newton, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WINTHROP COFFIN,
CHAS. W. SMITH,
SAMUEL FARQUHAR,
EPHRAIM STEARNS,
GEO. W. MORSE,
THOS. P. SMITH,
SYDNEY HARWOOD,
JOHN W. WEEKS,
ALDEN E. VILES,

CHAS. W. SMITH, *Director*

F. G. L. HENDERSON, *Treasurer*

F. G. L. HENDERSON, *Superintendent*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 19, 1896. Then personally appeared the above-named Winthrop Coffin, Charles W. Smith, Samuel Farquhar, Ephraim Stearns, Geo. W. Morse, Thos. P. Smith, Sydney Harwood, John W. Weeks and Alden E. Viles, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MELVIN M. JOHNSON,
Justice of the Peace

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$38,026 32
Operating expenses,	21,954 71
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$11,071 61
Charges upon income accrued during the year :	
Interest on funded debt,	\$5,625 00
Interest and discount on unfunded debts and loans,	1,779 49
Taxes,	768 76
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	8,173 25
NET DIVISIBLE INCOME,	\$2,898 86
Dividends declared (1½ per cent),	1,562 50
Surplus for year ending September 30, 1896,	\$1,335 86
Amount of surplus September 30, 1895,	1,096 30
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$2,432 16
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$29,606 86
Receipts from tolls for use of tracks by other companies, . .	177 97
Receipts from rentals of buildings and other property, . .	1,169 00
Receipts from advertising in cars,	165 00
Receipts from interest on deposits and money loaned, . .	572 18
Other earnings from operation: principally from superintendence of other railways,	547 78
Profit on power sold :	
Electric power sold,	\$6,702 02
Cost of electric power sold,	5,914 49
	787 53
GROSS EARNINGS FROM OPERATION,	\$33,026 32
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,287 00
General office expenses and supplies,	237 18
Legal expenses,	83 00
Insurance,	1,150 58
Other general expenses, including directors' fees, 3 telephones, etc.,	1,080 18

Maintenance of roadway and buildings :	
Repair of electric line construction,	\$11.00
Removal of snow and ice,	4.00
Repair of buildings,	1.00
Maintenance of equipment :	
Repair of cars and other vehicles,	\$9.00
Repair of electric equipment of cars,	1.00
Harness, horse-shoeing and veterinary care,	2.00
Transportation expenses :	
Provender,	2.00
Wages and compensation of persons employed in conducting transportation,	12.00
Damages for injuries to persons and property,	1.00
Other transportation expenses : oil, grease, fuel and lamps,	5.00
TOTAL OPERATING EXPENSES,	\$27.00

PROPERTY ACCOUNTS.

Additions to railway :	
Construction expenses of railway and tracks,	\$2,925 74
New electric line construction expenses,	1,097 75
TOTAL ADDITIONS TO RAILWAY,	\$4,023 49
Additions to equipment : electric equipment of same,	
Additions to land and buildings :	
Additional equipment of power stations,	\$7,641 55
New buildings necessary for operation of railway,	5,699 47
TOTAL ADDITIONS TO LAND AND BUILDINGS,	13,341 02
Additions to other permanent property :	
Office property,	\$49 00
Salaries, engineering, discounts and commissions incident to construction,	3,000 25
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	3,049 25
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$17,414 76

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$100,622 52	
Electric line construction, including poles, wiring, feeder lines, etc.,	22,646 08	
Interest accrued during construction of railway,	1,056 40	
Salaries, engineering and other expenses incident to construction,	3 687 93	
TOTAL COST OF RAILWAY OWNED,	\$124,372 93	
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$22,454 54	
Electric equipment of same,	40 045 44	
Horses,	1.00 00	
Other items of equipment : office furniture,	123 00	
TOTAL COST OF EQUIPMENT OWNED,	\$22,598 98	

Cost of land and buildings :					
Land necessary for operation of railway, .				\$7,500 00	
Electric power stations, including equipment,				51,845 20	
Buildings necessary for operation of rail- way,				19,057 68	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .					\$77,902 88
TOTAL PERMANENT INVESTMENTS,					\$268,842 59
Cash and current assets :					
Cash,				\$968 51	
Bills and accounts receivable,				4,126 06	
TOTAL CASH AND CURRENT ASSETS,					5,089 57
TOTAL,					\$273,932 16
LIABILITIES.					CR.
Capital stock,					\$125,000 00
Funded debt,					125,000 00
Real estate mortgages,					20,000 00
Current liabilities : loans and bills payable,					1,500 00
Profit and Loss balance (surplus),					2,432 16
TOTAL,					\$273,932 16

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	125,000 00	
Capital stock issued and outstanding,		\$125,000 00
Number of shares issued and outstanding,	1,250	
Number of stockholders,	22	
Number of stockholders in Massachusetts,	22	
Amount of stock held in Massachusetts,	\$125,000 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during Year.
Note secured by a mortgage on power plant,	Per Cent. 4½	Oct. 17, 1896,	\$20,000 00	\$900 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
First mortgage bonds on property, not including power plant,	Per Cent. 5	July 1, 1912,	\$125,000 00	\$5,625 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,000,000
Number carried per mile of main railway track operated,	100,000
Number of round trips run,	100,000
Number of car miles run,	100,000
Average number of persons employed,	100,000

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	5
TOTAL PASSENGER CARS OF ALL KINDS,	13
Number of all above cars with 4 wheels,	13
Number of electric cars equipped with fenders,	13
Construction, repair and other work cars,	3
Snow ploughs,	2
Other rolling stock: sand cars,	2
Other vehicles: 1 tip cart, 1 tower wagon, 1 snow leveller, 1 express wagon,	4
Electric motors,	16
Horses,	1
Harnesses (single, 2),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5 25
Total length of main track owned,	5 95
Length of sidings, switches, etc., . . . . .	.24
Total length, computed as single track,	5.50

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Newton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY.

NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Parker, *President and General Manager*, 110 Federal Street, Boston, Mass. A. R. Mitchell, *Vice President*, 276 State Street, Boston, Mass. J. L. Richards, *Treasurer*, 276 State Street, Boston, Mass. R. A. Sears, *General Corporation*, 125 Milk Street, Boston, Mass. S. L. Powers, *General Corporation*, 125 Milk Street, Boston, Mass. L. H. McLain, *Superintendent*, Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. B. Parker, Newtonville, Mass. A. R. Mitchell, Newtonville, Mass. G. W. Morse, Newtonville, Mass. J. W. French, Newton, Mass. W. F. Hammett, Newton, Mass. G. Fred Simpson, Newton, Mass. S. L. Powers, Newton, Mass. J. L. Richards, Newtonville, Mass. Frederick Johnson, Auburndale, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
A. R. MITCHELL,
JAMES W. FRENCH,
WILLIAM F. HAMMETT,
J. L. RICHARDS,
G. FRED SIMPSON,
SAM'L L. POWERS,

Directors.

J. L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 23, 1896. Then personally appeared the above-named Horace B. Parker, A. R. Mitchell, James W. French, William F. Hammett, J. L. Richards, G. Fred Simpson, Sam'l L. Powers, and, on October 24, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK A. HOUSTON,

Justice of the Peace.

REPORT
OF THE
NEWTONVILLE & WATERTOWN STREET RAILWAY
COMPANY
FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,738 50
Operating expenses,	7,446 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$292 50
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$610 93
Taxes,	373 75
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	984 68
Deficit for year ending September 30, 1896,	\$692 18
Amount of deficit September 30, 1895,	1,111 00
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$1,803 18
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,738 50
Receipts from advertising in cars,	50 00
Other earnings from operation: miscellaneous income,	1 00
GROSS EARNINGS FROM OPERATION,	\$7,789 50
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$275 00
General office expenses and supplies,	15 00
Insurance,	35 00
Other general expenses: miscellaneous,	35 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	25 00
Repair of electric line construction,	5 00
Removal of snow and ice,	35 00
Repair of buildings,	6 00
Maintenance of equipment:	
Repair of cars and other vehicles,	11 00
Repair of electric equipment of cars,	34 00

Transportation expenses:		
Cost of electric motive power,		\$1,954 72
Wages and compensation of persons employed in conducting transportation,		8,080 34
Damages for injuries to persons and property,		16 20
Tolls for trackage rights over other railways,		821 69
Rentals of buildings and other property,		150 00
Other transportation expenses: rental of cars, oil, grease, fuel and lamps,		771 81.
TOTAL OPERATING EXPENSES,		\$7,446 23
PROPERTY ACCOUNTS.		
Additions to railway:		
Construction expenses of railway and tracks,	\$1,226 29	
New electric line construction expenses,	171 81	
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,398 10
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway: roadbed and tracks:		
Track,	\$25,650 24	
Paving,	21,034 61	
		\$46,684 85
Electric line construction, including poles, wiring, feeder lines, etc.,		10,606 42
Interest accrued during construction of railway,		51 25
Salaries, engineering and other expenses incident to construction,		1,039 11
TOTAL COST OF RAILWAY OWNED,		\$58,381 63
Cost of land and buildings,		1,436 19
TOTAL PERMANENT INVESTMENTS,		\$59,817 82
Cash and current assets: cash,		377 53
Profit and Loss balance (deficit),		1,804 65
TOTAL,		\$62,000 00
LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities: loans and bills payable,		12,000 00
TOTAL,		\$62,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$50,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	175.24
Number carried per mile of main railway track operated,	78.4
Number of round trips run,	12.4
Number of car miles run,	45.34
Average number of persons employed,	5

EQUIPMENT LEASED.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	2
<hr/>	
TOTAL PASSENGER CARS OF ALL KINDS,	4
Number of all above cars with 4 wheels,	4
Number of electric cars equipped with fenders,	4
Electric motors,	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	2.122	.100	2.222
Total length of main track owned, etc.,	2.122	.100	2.222
Length of sidings, switches, etc., . . . . .	.008	-	.008
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	2.130	.100	2.230

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Newton and Watertown.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Collision of car with team ; one person injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Parker, *President and General Manager*, 110 Federal Street, Boston, Mass. A. R. Mitchell, *Vice-President*, 276 State Street, Boston, Mass. J. L. Richards, *Treasurer*, 276 State Street, Boston, Mass. R. A. Sears, *Clerk of Corporation*, 125 Milk Street, Boston, Mass. S. L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. L. H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. B. Parker, Newtonville, Mass. A. R. Mitchell, Newtonville, Mass. J. W. French, Newton, Mass. J. L. Richards, Newtonville, Mass. G. W. Morse, Newtonville, Mass. G. Fred Simpson, Newton, Mass. Frederick Johnson, Auburndale, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
AUSTIN R. MITCHELL,
JAMES W. FRENCH,
J. L. RICHARDS,
G. FRED SIMPSON,

Directors.

J. L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 23, 1896. Then personally appeared the above-named Horace B. Parker, Austin R. Mitchell, James W. French, J. L. Richards, G. Fred Simpson, and, on October 24, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK A. HOUSTON,

Justice of the Peace.

REPORT
OF THE
NORFOLK CENTRAL STREET RAILWAY COMPANY
FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation September 16, 1896]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$955 80
Operating expenses,	706 15
Surplus for year ending September 30, 1896,	\$249 65
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$249 65
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$955 80
GROSS EARNINGS FROM OPERATION,	\$955 80
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$51 43
General office expenses and supplies,	17 50
Insurance,	85 60
Transportation expenses :	
Cost of electric motive power,	241 34
Wages and compensation of persons employed in conduct- ing transportation,	277 04
Other transportation expenses : oils and waste, and lighting cars and buildings,	33 24
TOTAL OPERATING EXPENSES,	\$706 15
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$65,601 07
Electric line construction, including poles, wiring, feeder lines, etc ,	13,776 85
Salaries, engineering and other expenses inci- dent to construction,	3,955 46
TOTAL COST OF RAILWAY OWNED,	\$83,333 38

Cost of equipment: cars and other rolling stock and vehicles, and electric equipment of same,	\$19,523 00
Cost of land and buildings:	
Land necessary for operation of railway,	\$1,518 76
Buildings necessary for operation of rail- way,	4,046 04
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .	5,564 80
Other permanent property:	
Office furniture,	\$72 00
Tools,	452 13
Power station lines,	15,976 61
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	16,500 74
TOTAL PERMANENT INVESTMENTS,	\$124,921 92
Cash and current assets:	
Cash,	\$4,116 55
Bills and accounts receivable,	82 65
TOTAL CASH AND CURRENT ASSETS,	4,149 20
Miscellaneous assets: materials and supplies,	845 13
TOTAL,	\$129,416 25
LIABILITIES. CR.	
Capital stock,	\$75,000 00
Current liabilities: loans and bills payable,	54,166 60
Profit and Loss balance (surplus),	249 65
TOTAL,	\$129,416 25
CAPITAL STOCK.	
Capital stock authorized by law,	\$75,000 00
Capital stock authorized by votes of company,	75,000 00
Scrip convertible into stock,	\$75,000 00
Number of shares to be issued and outstanding,	750
Number of stockholders,	40
Number of stockholders in Massachusetts,	40
Amount of stock held in Massachusetts,	\$75,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	19,044
Number carried per mile of main railway track operated,	4,106
Number of round trips run,	541
Number of car miles run,	5,038
Average number of persons employed,	12
Company commenced operation September 16, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	11

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	610,765
Number carried per mile of main railway track operated,	116,153
Number of round trips run,	38,285
Number of car miles run,	175,949
Average number of persons employed,	31

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	16
Number of all above cars with 4 wheels,	16
Number of electric cars equipped with fenders,	16
Construction, repair and other work cars,	3
Snow ploughs,	2
Other rolling stock: sand cars,	2
Other vehicles: 1 tip cart, 1 tower wagon, 1 snow leveller, 1 expres wagon,	4
Electric motors,	16
Horses,	1
Harnesses (single, 2),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5 260 miles.
Total length of main track owned,	5 260 "
Length of sidings, switches, etc., . . . . .	.240 "
Total length, computed as single track,	5.500 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Newton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
H. B. Parker, *President and General Manager*, 110 Federal Street, Boston,
Mass. A. R. Mitchell, *Vice President*, 276 State Street, Boston, Mass. J. L.
Richards, *Treasurer*, 276 State Street, Boston, Mass. R. A. Sears, *Clerk of
Corporation*, 125 Milk Street, Boston, Mass. S. L. Powers, *General Counsel*,
125 Milk Street, Boston, Mass. L. H. McLain, *Superintendent*, Newtonville,
Mass.

Number of all above cars with 4 wheels,	11
Number of electric cars equipped with fenders,	11
Electric motors,	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.638 miles
Total length of main track owned,	4.638 "
Length of sidings, switches, etc., . . . . .	.021 "
Total length, computed as single track,	4.659 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Dedham and Norwood.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK CENTRAL STREET RAILWAY COMPANY,
TREASURER'S OFFICE, 417 JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis Doane, *President*, 116 State Street, Boston, Mass. Thomas T. Robinson, *Treasurer and Clerk of Corporation*, 178 Devonshire Street, Boston, Mass. John H. Jennings, *Superintendent*, Dedham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Doane, Norwood, Mass. Thomas T. Robinson, Dedham, Mass. F. F. Favor, Dedham, Mass. H. D. Humphrey, Dedham, Mass. H. Delano, Dedham, Mass. J. R. Bullard, Dedham, Mass. J. W. Chase, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS DOANE,
THOS. T. ROBINSON,
F. F. FAVOR,
HENRY D. HUMPHREY,
THOS. T. ROBINSON,
JOHN H. JENNINGS,

Director
Treasurer
Superintendent

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1896. Then personally appeared the above named Francis Doane, Thos. T. Robinson, F. F. Favor, Henry D. Humphrey and John H. Jennings, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE A. WARD,

Justice of the Peace

REPORT

OF THE

NORFOLK SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$94,966 70
Operating expenses,	65,395 84
GROSS INCOME ABOVE OPERATING EXPENSES,	\$29,570 86
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,750 00
Interest and discount on unfunded debts and loans,	1,291 66
Taxes,	1,171 18
Payments to sinking and other special funds :	
Insurance fund,	\$1,600 00
Sewer construction fund,	8,000 00
	4,600 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	10,812 84
NET DIVISIBLE INCOME,	\$18,758 02
Dividends declared (3 per cent on \$125,000 00), }	10,812 50
Dividends declared (3½ per cent on \$187,500.00), }	
Surplus for year ending September 30, 1896,	\$8,445 52
Amount of surplus September 30, 1895,	7,804 65
Additions during the year :	
Sale of increase stock (premium),	\$6,277 00
Deductions during the year :	
F. D. Ely, trustee, under power contract, \$202.36; horse and wagon, \$65.94; office furniture, \$824.91; engine, etc., \$2,500.00; cars, trucks, etc., \$3,288.48; track, \$1,895.48; overhead, \$3,000 00.	
TOTAL DEDUCTIONS,	11,277 17
NET DEDUCTION FOR THE YEAR,	5,000 17
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$11,250 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$94,710 70
Receipts from advertising in cars,	256 00
GROSS EARNINGS FROM OPERATION,	\$94,966 70

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$3,006 00
General office expenses and supplies,		1,746 81
Legal expenses,		440 00
Insurance,		5,554 82
Other general expenses : entertainment,		187 57
Maintenance of roadway and buildings :		
Repair of roadbed and track,		6,951 54
Repair of electric line construction,		889 57
Removal of snow and ice,		1,057 17
Repair of buildings,		103 82
Maintenance of equipment :		
Repair of cars and other vehicles,		2,493 57
Repair of electric equipment of cars,		2,050 57
Transportation expenses :		
Cost of electric motive power,		15,956 80
Wages and compensation of persons employed in conducting transportation,		22,573 57
Damages for injuries to persons and property,		490 00
Rentals of buildings and other property,		115 84
Other transportation expenses :		
Repairs of tools,		833 27
Lighting and heating cars and buildings,		1,518 31
TOTAL OPERATING EXPENSES,		\$65,395 94

PROPERTY ACCOUNTS.

Additions to railway :		
Extension of railway and tracks (length, 9,731 feet),	\$42,997 79	
New electric line construction,	10,226 11	
TOTAL ADDITIONS TO RAILWAY,		\$53,223 90
Additions to equipment : additional cars (6 in number) and electric equipment of same,		18,757 57
Additions to land and buildings :		
Additional land necessary for operation of railway,	\$1,200 00	
Additional equipment of power stations,	2,357 66	
New buildings necessary for operation of railway,	2,244 72	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		5,802 38
Additions to other permanent property : office furniture, etc.,		5 57
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$77,832 85
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts :		
Buildings,	\$493 04	
Equipment power station,	14,709 32	
Horse and wagon,	65 94	
Office furniture,	824 91	

Deductions from property accounts, etc. — <i>Concluded.</i>	
Cars and equipment of same,	\$3,288 48
Engineering and other charges, etc.,	2,500 00
Track and roadway,	1,395 48
Overhead construction,	3,000 00
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TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	\$26,277 17
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$51,542 18
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$164,938 12	
Electric line construction, including poles, wiring, feeder lines, etc.,	35,034 58	
Salaries, engineering and other expenses in- cident to construction,	3,645 39	
<hr/>		
TOTAL COST OF RAILWAY OWNED,		\$208,618 09
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		59,306 34
Cost of land and buildings :		
Land necessary for operation of railway,	\$2,254 38	
Buildings necessary for operation of rail- way,	10,156 45	
<hr/>		
TOTAL COST OF LAND AND BUILDINGS OWNED,		12,410 88
<hr/>		
TOTAL PERMANENT INVESTMENTS,		\$275,335 26
Cash and current assets :		
Cash,	\$1,290 76	
Bills and accounts receivable,	682 73	
<hr/>		
TOTAL CASH AND CURRENT ASSETS,		1,973 49
Miscellaneous assets :		
Materials and supplies,	\$4,033 49	
Other assets and property: Frederick D. Ely, trustee, under power contract,	13,500 00	
<hr/>		
TOTAL MISCELLANEOUS ASSETS,		17,583 49
<hr/>		
TOTAL,		\$294,842 24
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$187,500 00
Funded debt,		75,000 00
Current liabilities: loans and bills payable,		7,554 74
Accrued liabilities: interest accrued and not yet due,		987 50
Sinking and other special funds :		
Renewal, improvement and sinking fund,	\$8,000 00	
Insurance fund,	1,600 00	
Sewer construction fund,	3,000 00	
<hr/>		
TOTAL SINKING AND OTHER SPECIAL FUNDS,		12,600 00
Profit and Loss balance (surplus),		11,250 00
<hr/>		
TOTAL,		\$294,842 24
<hr/>		

CAPITAL STOCK.		
Capital stock authorized by law,	\$187,500 00	
Capital stock authorized by votes of company,	187,500 00	
Capital stock issued and outstanding,		\$187,500 00
Number of shares issued and outstanding,	1,875	
Number of stockholders,	82	
Number of stockholders in Massachusetts,	76	
Amount of stock held in Massachusetts,	\$178,600 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	5	July 2, 1914,	\$75,000 00	\$3,750 00

SINKING AND OTHER SPECIAL FUNDS.	
Amount, September 30, 1895, of renewal, improvement and sinking fund,	\$8,000 00
Set aside during year for insurance fund,	\$1,600 00
Set aside during year for sewer construction fund,	3,000 00
	4,600 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1896,	\$12,600 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	2,077,947
Number carried per mile of main railway track operated,	189,852
Number of round trips run,	36,506
Number of car miles run,	382,962
Average number of persons employed,	45

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power,	12
Open passenger cars equipped for electric power,	16
	28
TOTAL PASSENGER CARS OF ALL KINDS,	28
Number of all above cars with 4 wheels,	28
Number of electric cars equipped with fenders,	28
Construction, repair and other work cars,	2
Snow ploughs,	3
Other vehicles,	1
Electric motors,	50

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	10.974 miles.
Total length of main track owned,	10.974 "
Length of sidings, switches, etc., . . . . .	.572 "
Total length, computed as single track,	11.546 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Hyde Park, Boston.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With branch for freight from New England Railroad to Morris Safe Works at Readville,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	26	-	27
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	8	-	8
TOTAL,	-	1	-	29	-	30

STATEMENT OF EACH ACCIDENT.

Man slipped from car in getting off.

Lady stepped from car and fell.

Child ran in front of car; knocked down.

Man slipped in getting off car.

Man slipped from car while it was in motion and fell.

Lady stepped from car while it was in motion.

Boy stealing ride fell getting off car.

Man standing on platform lost balance and fell off.

Lady slipped in getting on car.

Man slipped in getting off car; injured his leg.

Man stepped from car while it was in motion.

Man stepped from car while it was in motion.

Man stepped from car while it was in motion.

Man stepped from car while it was in motion.

Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Man stepped from car while it was in motion.
 Lady stepped from car while it was in motion; thrown down.
 Man stepped from car while it was in motion.
 Lady attempted to get off car after it had started.
 Man jumped from car backward; thrown down.
 Boy riding bicycle fell from wheel under car.
 Lady pulled from car by another passenger.
 Passenger jumped from car while it was in motion; fell down; foot was under the wheel.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK SUBURBAN STREET RAILWAY COMPANY,
 TREASURER'S OFFICE, ROOM 417, JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Bullard, *President*, 40 Water Street, Boston, Mass. Thomas T. Robinson, *Treasurer and Clerk of Corporation*, 417 John Hancock Building, Boston, Mass. Walter E. Geer, *Superintendent*, Hyde Park, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Bullard, Dedham, Mass. Thomas T. Robinson, Dedham, Mass. John W. Chase, Dedham, Mass. Henry C. Delano, Dedham, Mass. James D. McAvoy, Hyde Park, Mass. Galen L. Stone, Brookline, Mass. E. N. Foss, Jamaica Plain, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. BULLARD,
 E. N. FOSS,
 J. W. CHASE,
 GALEN L. STONE,
 JAMES D. McAVOY,
 THOS. T. ROBINSON,

Director.

THOS. T. ROBINSON,

Treasurer.

W. E. GEER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 29, 1896. Then personally appeared the above-named John R. Bullard, E. N. Foss, J. W. Chase, Galen L. Stone, James B. McAvoy, Thomas T. Robinson and W. E. Geer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT W. LYON,

Justice of the Peace

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$94,802 43
Operating expenses,	57,779 21
GROSS INCOME ABOVE OPERATING EXPENSES,	\$37,023 22
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,250 00
Interest and discount on unfunded debts and loans,	1,457 46
Taxes,	3,416 93
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,124 39
NET DIVISIBLE INCOME,	\$30,898 83
Dividends declared (10 per cent),	30,000 00
Surplus for year ending September 30, 1896,	\$898 83
Amount of surplus September 30, 1895,	19,967 23
Additions during the year: accrued taxes in 1895,	2,697 53
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$23,563 59
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$92,559 25
Receipts from carriage of mails and parcels,	962 98
Receipts from rentals of buildings and other property,	936 00
Receipts from advertising in cars,	304 50
Other earnings from operation: sand,	39 70
GROSS EARNINGS FROM OPERATION,	\$94,802 43
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,400 00
General office expenses and supplies,	1,107 37
Insurance,	4,723 51
Other general expenses: water rent,	143 92

Maintenance of roadway and buildings :		
Repair of roadbed and track,		\$2,971 20
Repair of electric line construction,		1,355 92
Removal of snow and ice,		1,348 26
Repair of buildings,		145 84
Maintenance of equipment :		
Repair of cars and other vehicles,		1,064 24
Repair of electric equipment of cars,		1,144 46
Transportation expenses :		
Provender,		252 87
Cost of electric motive power,		8,107 19
Wages and compensation of persons employed in conducting transportation,		28,209 10
Damages for injuries to persons and property,		125 00
Other transportation expenses: entertainments,		2,680 33
TOTAL OPERATING EXPENSES,		\$57,779 21

PROPERTY ACCOUNTS.

Additions to railway :		
Extension of railway and tracks (length, 670 feet),	\$689 62	
New electric line construction (length, 670 feet),	202 90	
TOTAL ADDITIONS TO RAILWAY,		\$892 52
Additions to equipment :		
Additional cars (2 in number),	\$1,877 12	
Other additional equipment,	227 05	
TOTAL ADDITIONS TO EQUIPMENT,		1,604 17
Additions to land and buildings :		
Additional land necessary for operation of railway,	\$100 00	
Additional equipment of power stations,	1,029 69	
New buildings necessary for operation of railway,	163 50	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$1,293 19
Additions to other permanent property : grading and riprap,		3,496 33
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$7,286 21
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: overhead construction reels sold,		82 23
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$7,203 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$176,808 05
Electric line construction, including poles, wiring, feeder lines, etc.,	29,917 71
Salaries, engineering and other expenses incident to construction,	4,524 83
TOTAL COST OF RAILWAY OWNED,	\$211,250 59

Cost of equipment :		
Cars and other rolling stock and vehicles, .	\$36,551 60	
Electric equipment of same,	34,968 87	
Horses,	580 00	
Other items of equipment,	7,192 66	
TOTAL COST OF EQUIPMENT OWNED,		\$79,292 68
Cost of land and buildings :		
Land necessary for operation of railway, .	\$18,968 72	
Electric power stations, including equipment,	42,510 96	
Other buildings necessary for operation of railway,	19,199 95	
TOTAL COST OF LAND AND BUILDINGS OWNED,		75,679 68
TOTAL PERMANENT INVESTMENTS,		\$366,222 85
Cash and current assets : cash,		9,206 69
Miscellaneous assets : materials and supplies,		1,634 05
TOTAL,		\$377,063 59
LIABILITIES.		CR.
Capital stock,		\$300,000 00
Funded debt,		25,000 00
Current liabilities : loans and bills payable,		28,500 00
Profit and Loss balance (surplus),		23,563 59
TOTAL,		\$377,063 59

CAPITAL STOCK.		
Capital stock authorized by law,	\$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		\$300,000 00
Number of shares issued and outstanding,	8,000	
Number of stockholders,	133	
Number of stockholders in Massachusetts,	119	
Amount of stock held in Massachusetts,	\$277,100 00	

FUNDED DEBT.				
DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Mortgage bonds,	5	1909, . . .	\$25,000 00	\$1,250 00

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year,		1,857,171
Number carried per mile of main railway track operated,		123,646
Number of round trips run,		48,664
Number of car miles run,		496,648
Average number of persons employed,		55

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	.	.	2	
Box passenger cars equipped for electric power,	.	.	14	
Total,	.	.		16
Open passenger cars equipped for electric power,	.	.	.	14
TOTAL PASSENGER CARS OF ALL KINDS,				30
Number of all above cars with 4 wheels,	.	.	.	31
Number of electric cars equipped with fenders,	.	.	.	31
Construction, repair and other work cars,	.	.	.	6
Snow ploughs,	.	.	.	2
Carts and snow sleds,	.	.	.	5
Other vehicles (1 sleigh bus, 2 wagons, 1 tower wagon),	.	.	.	4
Electric motors,	.	.	.	54
Horses,	.	.	.	3
Harnesses (double, 2; single, 2),	.	.	.	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	.	.	.	.	.	15.020 miles
Total length of main track owned,	.	.	.	.	.	15.020 "
Length of sidings, switches, etc.,	.	.	.	.	.	1.220 "
Total length, computed as single track,	.	.	.	.	.	16.240 "

System of electric motive power in use by the company: single trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Northampton, Easthampton and Williamstown

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRAINS AT CROSSING.	
	Railroad.	Per year.
Crossings of company's railway with railroads at grade (1 in number), viz.: With switch of Haydenville Manufacturing Company (New York, New Haven & Hartford Railroad), Haydenville, Mass.,*	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	8	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	4	-	2	-	6
TOTAL,	-	4	-	10	-	14

* Used for freight only.

STATEMENT OF EACH ACCIDENT.

- February 22, 1896.* — Jacob Egerman fell from rear platform; slight injuries.
April 19. — Louise Patlaw fell from running-board; slight injuries.
May 2. — John Adams stepped backward from car; slight injuries.
May 9. — Bridget McCarthy stepped from car; slight injuries.
May 12. — Moses Marshall thrown from team by horse frightened by car; slight injuries.
May 20. — J. H. Maloney fell while trying to board car; hurt about head.
May 31. — F. H. Stone, wife and child; horse ran and carriage broken; slight injuries.
June 15. — Edward Foley thrown from team by frightened horse; hurt slightly about head.
July 25. — Mrs. A. A. Powers stepped from moving car; slight injuries.
July 25. — Jos. Credo stepped from moving car; slight injuries.
August 10. — Thomas Wright fell from bicycle against car; slight injuries.
August 12. — Lena Noble slipped from running-board; slight injuries.
September 13. — Gittfried Waltz stepped from car and fell; slight injuries.
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CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,
 NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Newrie D. Winter, *Treasurer*, Springfield, Mass. John A. Sullivan, *Auditor and Clerk of Corporation*, Northampton, Mass. Geo. Cook, *Auditor*, Springfield, Mass. John C. Hammond, *General Counsel*, Northampton, Mass. Austin E. Smith, *General Manager*, Springfield, Mass. Edwin C. Clark, Jr., *Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. John C. Hammond, Northampton, Mass. Austin E. Smith, Springfield, Mass. George S. Graves, Springfield, Mass. Newrie D. Winter, Springfield, Mass. Henry M. Tyler, Northampton, Mass. John A. Sullivan, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
 JOHN C. HAMMOND,
 NEWRIE D. WINTER,
 G. S. GRAVES,
Directors.
 NEWRIE D. WINTER,
Treasurer.
 EDWIN C. CLARK, JR.,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 13, 1896. Then personally appeared the above-named John Olmsted, John C. Hammond, Newrie D. Winter, G. S. Graves and Edw. C. Clark, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. SULLIVAN,
Justice of the Peace.

REPORT
OF THE
NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of railway,	\$7,250 00
Income from other sources : sale of ties,	286 70
GROSS INCOME,	\$7,536 70
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization,	\$570 00
Interest on funded debt,	3,750 00
Other expenses and charges upon income :	
Legal expenses,	158 00
Redeeming outstanding tickets, printing, water rates and incidental expenses,	158 24
TOTAL EXPENSES AND CHARGES UPON INCOME,	4,636 24
NET DIVISIBLE INCOME,	\$2,900 46
Dividends declared (2.65 per cent on capital stock),	2,915 00
Deficit for year ending September 30, 1896,	\$14 54
Amount of deficit September 30, 1895,	19,418 29
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$19,427 83
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	Dr.
Cost of railway :	
Roadbed and tracks,	\$86,552 86
Electric line construction, including poles, wiring, feeder lines, etc.,	13,927 42
TOTAL COST OF RAILWAY OWNED,	\$100,480 28
Cost of equipment :	
Cars and other rolling stock and vehicles,	\$12,700 00
Electric equipment of same,	20,750 00
Horses,	100 00
Other items of equipment,	17,805 04
TOTAL COST OF EQUIPMENT OWNED,	\$51,855 04

Cost of land and buildings	
Land necessary for operation of railway.	\$5,194 7
Buildings necessary for operation of railway.	7,260 6

TOTAL COST OF LAND AND BUILDINGS OWNED.

TOTAL PERMANENT INVESTMENTS.	
Land and timber owned.	
Profit and loss reserve (credit).	

TOTAL

LIABILITIES.

Capital stock.	
Funded debt.	
Current liabilities (dividends not paid for).	

TOTAL

CAPITAL STOCK.

Capital stock authorized by law.	\$100,000 0
Capital stock authorized by votes of company.	10,000 0
Capital stock issued and outstanding.	
Number of shares issued and outstanding.	1,110
Number of stockholders.	57
Number of stockholders in Massachusetts.	49
Amount of stock sold in Massachusetts.	\$100,000 0

FUNDED DEBT.

Description of Securities.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Term.
	Per Cent.			
First mortgage bonds.	5	Feb. 1, 1915.	\$50,000 00	

RAILWAY OWNED.

Length of railway line.	
Total length of main track owned.	
Length of sidings, switches, etc.	
Total length computed as single track.	

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.

Crossings of company's railway with railroads at grade 2 in number, viz.

With Boston & Maine and Fitchburg Railroads on Summer Street.	2
With Boston & Maine and Fitchburg Railroads on West Boylston Street.	2

TOTAL NUMBER OF TRACKS AT CROSSINGS.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edwin P. Curtis, *President*, Worcester, Mass. Geo. A. Barnard, *Vice-President*, Worcester, Mass. Geo. A. Smith, *Treasurer*, Worcester, Mass. Geo. F. Barnard, *Clerk of Corporation*, Worcester, Mass. W. S. B. Hopkins, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin P. Curtis, Worcester, Mass. Geo. A. Barnard, Worcester, Mass. Henry S. Pratt, Worcester, Mass. Orin A. Kelley, Worcester, Mass. Edward N. Dean, Worcester, Mass. Josiah B. Shattuck, Worcester, Mass. Napoleon Jacques, Worcester, Mass. Fred'k H. Daniels, Worcester, Mass. Geo. I. Alden, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWIN P. CURTIS,
GEO. A. BARNARD,
HENRY S. PRATT,
NAPOLEON JACQUES,
JOSIAH B. SHATTUCK,

Directors.

GEO. A. SMITH,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Oct. 23, 1896. Then personally appeared the above-named Edwin P. Curtis, George A. Barnard, Henry S. Pratt, Napoleon Jacques, Josiah B. Shattuck and George A. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY F. HARRIS,
Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$22,500
Operating expenses,	19,500
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,500
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,403 31
Taxes,	406 20
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,809 51
Deficit for year ending September 30, 1896,	\$1,289 51
Amount of deficit September 30, 1895,	9,200 00
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$10,489 51
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$22,500
Receipts from sales of manure,	100 00
GROSS EARNINGS FROM OPERATION,	\$22,600 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,200 00
General office expenses and supplies: stationery and printing, \$136.45; incidentals, \$168.15,	304 60
Insurance,	75 00
Other general expenses: stable supplies,	50 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$2,000 00
Removal of snow and ice,	200 00
Maintenance of equipment:	
Repair of cars and other vehicles,	\$5,000 00
Renewal of horses,	200 00
Harness, horse-shoeing and veterinary care,	500 00

Transportation expenses :	
Provender,	\$8,980 90
Wages and compensation of persons employed in conducting transportation,	10,446 20
Damages for injuries to persons and property,	25 00
Tolls for trackage rights over other railways,	77 32
Rentals of buildings and other property,	180 00
Other transportation expenses: use of punches, \$173.34; fuel, lights and water, \$285.20,	458 54
TOTAL OPERATING EXPENSES,	\$19,500 46

PROPERTY ACCOUNTS.

Additions to railway: new electric line reconstructed (length, 7.55 miles),	\$22,798 90
Additions to equipment:	
Additional cars (4 in number),	\$1,520 91
Electric equipment of same,	900 00
TOTAL ADDITIONS TO EQUIPMENT,	2,420 91
Additions to other permanent property: 4 horses,	150 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$25,364 81
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: 6 horses sold or died,	722 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$24,642 81

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$111,725 29	
Electric line construction, including poles, wiring, feeder lines, etc.,	22,798 90	
TOTAL COST OF RAILWAY OWNED,		\$134,519 19
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,545 20	
Electric equipment of same,	2,420 91	
Horses,	5,658 46	
Other items of equipment,	779 85	
TOTAL COST OF EQUIPMENT OWNED,		21,408 92
Cost of land and buildings owned,		15,193 22
TOTAL PERMANENT INVESTMENTS,		\$171,116 33
Cash and current assets:		
Cash,	\$1,414 46	
Bills and accounts receivable,	419 15	
Other cash and current assets: insurance premium,	1,118 75	
TOTAL CASH AND CURRENT ASSETS,		2,952 36
Miscellaneous assets: materials and supplies,		328 70
Profit and Loss balance (deficit),		10,815 80
TOTAL,		\$184,713 19

	LIABILITIES.	Cr.	
Capital stock,			\$100,000 00
Current liabilities:			
Loans and bills payable,	\$84,277 07		
Salaries and wages,	257 13		
Rentals unpaid (including rentals due October 1),	15 00		
Miscellaneous current liabilities: tickets outstanding,	163 99		
TOTAL CURRENT LIABILITIES,			\$84,712 19
TOTAL,			\$184,712 19

CAPITAL STOCK.			
Capital stock authorized by law,	\$200,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	66		
Number of stockholders in Massachusetts,	64		
Amount of stock held in Massachusetts,	\$94,000 00		

VOLUME OF TRAFFIC, ETC.			
Number of passengers carried during the year,			45,000
Number carried per mile of main railway track operated,			1,000
Number of round trips run,			1,000
Number of car miles run,			1,000
Average number of persons employed,			100

EQUIPMENT OWNED.			
Box passenger cars equipped for horse power,			5
Open passenger cars equipped for horse power,			7
TOTAL PASSENGER CARS OF ALL KINDS,			12
Number of all above cars with 4 wheels,			12
Snow ploughs,			2
Other rolling stock (1 snow leveller, 1 sled, 1 heavy wagon, 1 express wagon),			4
Carts and snow sleds,			1
Horses,			49
Harnesses (double, 14; single, 2),			16

RAILWAY OWNED AND OPERATED (BY HORSE POWER).			
RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total.
	Miles.	Miles.	Miles.
Length of railway line,	7.340	.462	7.802
Total length of main track owned, etc.,	7.340	.462	7.802
Length of sidings, switches, etc., . . . . .	.210	-	.210
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	7.550	.462	8.012

Company.

Files of original horse railway in process of electric equipment, September 30, 1896: 7.55.

Names of the several cities and towns in which the railways operated by the company are located: Woburn, Winchester and Medford.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad at Winchester,	2	1
With Boston & Maine Railroad at Woburn (Baldwin's),	2	1
With Boston & Maine Railroad at Woburn Centre,	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,
86 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass. George W. Winslow, *Superintendent*, Malden, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. F. Breed, Lynn, Mass. G. F. Jones, Woburn, Mass. E. C. Foster, Lynn, Mass. H. B. Sprague, Lynn, Mass. J. F. Shaw, Newburyport, Mass. E. F. Oliver, Jamaica Plain, Mass. F. H. Monks, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
E. F. OLIVER,
H. B. SPRAGUE,
ELWIN C. FOSTER,
Directors.
DAVID H. SWEETSER,
Treasurer.
GEO. W. WINSLOW,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 30, 1896. Then personally appeared the above-named Amos F. Breed, E. F. Oliver, Henry B. Sprague, Elwin C. Foster and H. Sweetser, and severally made oath that the foregoing certificate subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND.

Notary P.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1896. Then personally appeared Geo. W. W. and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDWIN T. CUNNINGHAM.

Justice of the Peace.

REPORT
OF THE
PEOPLE'S STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$140 38	
Electric line construction, including poles, wiring, feeder lines, etc ,	82 75	
Salaries, engineering and other expenses in- cident to construction,	1,685 26	
TOTAL COST OF RAILWAY OWNED,		\$1,908 39
Cash and current assets :		
Cash,	\$21 61	
Bills and accounts receivable,	5,550 00	
TOTAL CASH AND CURRENT ASSETS,		5,571 61
TOTAL,		\$7,480 00
LIABILITIES.		CR.
Capital stock (amount paid in on 300 shares),		\$7,480 00
TOTAL,		\$7,480 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	50,000 00	
Amount paid in on 300 shares not yet issued,		\$7,480 00
Number of stockholders,	17	
Number of stockholders in Massachusetts,	17	
Amount of stock held in Massachusetts,	\$7,480 00	
RAILWAY OWNED.		
Length of railway line, . . . . .		.028 miles.
Total length of main track owned, . . . . .		.028 "

STREET RAILWAY REPORT

CORPORATE NAME AND ADDRESS OF THE COMPANY

PLIMM STREET RAILWAY COMPANY

WEST NEWBURY MASS.

NAME AND RESIDENCE ADDRESS OF PRESIDENT OFFICER

F. S. Carr, President, West Newbury, Mass. N. P. Curran,
 Treasurer, Mass. F. W. Noyes, Clerk of Corporation, West Newbury,

NAME AND RESIDENCE ADDRESS OF BOARD OF DIRECTORS

F. S. Carr, West Newbury, Mass. F. W. Noyes, West Newbury,
 Tuna, Smith, West Newbury, Mass. A. E. Smith, West
 Mass. George Gilman, West Newbury, Mass. N. P. Curran,
 Mass. Mass. G. G. Gilman, Boston, Mass.

We hereby certify that the statements contained in the foregoing
 are full, just and true.

F. S. Carr
 G. E. Gilman
 F. W. Noyes
 N. P. Curran

N. P. Curran

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. WEST NEWBURY, Oct. 26, 1896. Then personally appeared
 above-named F. S. Carr, G. E. Gilman, F. W. Noyes and N. P. Curran,
 and severally made oath that the foregoing certificate by them signed
 to the best of their knowledge and belief, true.

Before me,

DANIEL COONEY.

Notary.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$87,640 74
Operating expenses,	22,628 84
GROSS INCOME ABOVE OPERATING EXPENSES,	\$15,016 90
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,394 02
Taxes,	664 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,058 81
NET DIVISIBLE INCOME,	\$12,958 09
Dividends declared (6 per cent on original common stock),	2,400 00
Surplus for year ending September 30, 1896,	\$10,558 09
Amount of surplus September 30, 1895,	17,291 62
Additions during the year: premium on bonds,	150 00
Deductions during the year:	
Car equipment,	\$8,000 00
Other articles of equipment,	800 00
Line construction,	2,500 00
Buildings,	1,000 00
TOTAL DEDUCTIONS,	11,800 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$16,199 71
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$87,840 74
Receipts from advertising in cars,	800 00
GROSS EARNINGS FROM OPERATION,	\$87,640 74
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,850 00
General office expenses and supplies,	86 82
Legal expenses,	574 70
Insurance,	1,402 78

Maintenance of roadway and buildings :		
Repair of roadbed and track,	.	\$498 59
Repair of electric line construction,	.	79 67
Removal of snow and ice,	.	183 36
Repair of buildings,	.	61 71
Maintenance of equipment :		
Repair of cars and other vehicles,	.	1,040 67
Repair of electric equipment of cars,	.	1,633 23
Harness, horse-shoeing and veterinary care,	.	47 91
Transportation expenses :		
Provender,	.	287 50
Cost of electric motive power,	.	4,930 23
Wages and compensation of persons employed in conducting transportation,	.	8,556 80
Damages for injuries to persons and property,	.	75 00
Other transportation expenses,	.	549 09
Picnic grounds,	.	316 28
TOTAL OPERATING EXPENSES,		\$22,623 84

PROPERTY ACCOUNTS.

Additions to railway :		
Extension of railway and tracks (length, 27,540 feet),	.	\$45,826 22
New electric line construction (length, 27,540 feet),	.	7,482 48
TOTAL ADDITIONS TO RAILWAY,		\$53,308 70
Additions to equipment :		
Additional cars (4 in number),	.	\$7,020 94
Additional horses (1 in number),	.	100 00
Other additional equipment,	.	27 25
TOTAL ADDITIONS TO EQUIPMENT,		7,148 19
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$60,456 89
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts :		
Car equipment,	.	\$8,000 00
Other articles of equipment,	.	300 00
Line construction,	.	2,500 00
Buildings,	.	1,000 00
Payment toward construction by land owners,	.	10,425 34
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		22,225 34
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$38,231 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	.	\$83,704 08
Electric line construction, including poles, wiring, feeder lines, etc.,	.	12,444 88
TOTAL COST OF RAILWAY OWNED,		\$96,148 86

Cost of equipment :				
Cars and other rolling stock and vehicles,	.		\$18,168 82	
Horses,	.	.	147 50	
Other items of equipment,	.	.	160 25	
TOTAL COST OF EQUIPMENT OWNED,				\$18,476 57
Cost of land and buildings :				
Land necessary for operation of railway,	.		\$800 00	
Buildings necessary for operation of railway,	.	.	863 92	
TOTAL COST OF LAND AND BUILDINGS OWNED,				1,668 92
TOTAL PERMANENT INVESTMENTS,				\$111,289 85
Cash and current assets : cash,				9,910 86
TOTAL,				\$121,199 71
LIABILITIES.				CR.
Capital stock,	.	.	.	\$60,000 00
Funded debt,	.	.	.	45,000 00
Profit and Loss balance (surplus),	.	.	.	16,199 71
TOTAL,				\$121,199 71
CAPITAL STOCK.				
Capital stock authorized by law,	.	.	\$80,000 00	
Capital stock authorized by votes of company,	.	.	60,000 00	
Capital stock issued and outstanding,	.	.	.	\$60,000 00
Number of shares issued and outstanding,	.	.	600	
Number of stockholders,	.	.	34	
Number of stockholders in Massachusetts,	.	.	34	
Amount of stock held in Massachusetts,	.	.	\$60,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
Mortgage on real estate, roadbed and equipment,	Per Cent. 5	1911-1914,	\$45,000 00	\$1,394 02

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	751,041
Number carried per mile of main railway track operated,	91.590
Number of round trips run,	18,815
Number of car miles run,	180,106
Average number of persons employed,	15

EQUIPMENT OWNED.

Box passenger cars equipped for horse power.	.	.	2
Box passenger cars equipped for electric power.	.	.	2
Total.	.	.	4
Open passenger cars equipped for horse power.	.	.	3
Open passenger cars equipped for electric power.	.	.	4
Total.	.	.	7
TOTAL PASSENGER CARS OF ALL KINDS.			
Construction, repair and other work cars.	.	.	1
Carts and snow sleds.	.	.	1
Other vehicles.	.	.	1
Electric motors.	.	.	1
Horses.	.	.	1
Harnesses (double, 1; single, 1).	.	.	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line.	.	.	.	.	.	.	.	2.4
Length of sidings, switches, etc.,	.	.	.	.	.	.	.	1.7
Total length, computed as single track,	.	.	.	.	.	.	.	4.1

System of electric motive power in use by the company: Westinghouse.
Names of the several cities and towns in which the railways operated by the company are located: Pittsfield and Dalton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY.

PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. William R. Plunkett, *General Counsel*, Pittsfield, Mass. Patrick C. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
P. C. DOLAN,
ALEX. KENNEDY,
J. M. STEVENSON,
JAS. W. HULL,
CHARLES E. MERRILL,

Directors.

CHARLES E. MERRILL,

Treasurer.

P. C. DOLAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. OCT. 21, 1896. Then personally appeared the above-named Joseph Tucker, P. C. Dolan, Alex. Kennedy, J. M. Stevenson, James W. Hull and Charles E. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. PLUNKETT,

Justice of the Peace.

REPORT

OF THE

PLYMOUTH & KINGSTON STREET RAILWAY CO.

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.				
Gross earnings from operation,	.	.	.	\$-
Operating expenses, . . . . .	.	.	.	:-
GROSS INCOME ABOVE OPERATING EXPENSES,				\$
Charges upon income accrued during the year:				
Interest on funded debt, . . . . .	.	.	\$1,750	00
Interest and discount on unfunded debts and loans, . . . . .	.	.	1,728	45
Taxes, . . . . .	.	.	1,118	52
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,				:-
NET DIVISIBLE INCOME,				\$-
Dividends declared (6 per cent), . . . . .	.	.	.	:-
Surplus for year ending September 30, 1896, . . . . .	.	.	.	:-
Amount of surplus September 30, 1895, . . . . .	.	.	.	:-
TOTAL SURPLUS SEPTEMBER 30, 1896,				\$-

EARNINGS FROM OPERATION.				
Receipts from passengers carried, . . . . .	.	.	.	\$-
Receipts from rentals of buildings and other property, . . . . .	.	.	.	:-
Receipts from advertising in cars, . . . . .	.	.	.	:-
Other earnings from operation: sale of old metal, . . . . .	.	.	.	:-
GROSS EARNINGS FROM OPERATION,				\$41

EXPENSES OF OPERATION.				
General expenses:				
Salaries of general officers and clerks, . . . . .	.	.	.	\$1,750
General office expenses and supplies, . . . . .	.	.	.	:-
Legal expenses, . . . . .	.	.	.	:-
Insurance, . . . . .	.	.	.	:-
Other general expenses: freight and express charges, \$79.95; amusements, \$63; travelling expenses, \$42.65, . . . . .	.	.	.	:-

Maintenance of roadway and buildings:						
Repair of roadbed and track,	.	.	.	.	.	\$2,802 62
Repair of electric line construction,	.	.	.	.	.	68 55
Removal of snow and ice,	.	.	.	.	.	87 21
Repair of buildings,	.	.	.	.	.	18 00
Maintenance of equipment:						
Repair of cars and other vehicles,	.	.	.	.	.	785 95
Repair of electric equipment of cars,	.	.	.	.	.	1,624 12
Horse hire and keeping,	.	.	.	.	.	266 88
Transportation expenses:						
Cost of electric motive power,	.	.	.	.	.	5,818 08
Wages and compensation of persons employed in conducting transportation,	.	.	.	.	.	10,014 98
Damages for injuries to persons and property,	.	.	.	.	.	28 00
Other transportation expenses: oil and grease,	.	.	.	.	.	159 10
TOTAL OPERATING EXPENSES,						\$28,548 22

PROPERTY ACCOUNTS.

Additions to equipment: fenders and registers,		\$215 85
Additions to land and buildings: new buildings necessary for operation of railway,		91 88
Additions to other permanent property: buildings at southern terminus (Hotel Pilgrim),		232 95
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$540 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.			Dr.
Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,			\$101,665 73
Cost of equipment:			
Cars and other rolling stock and vehicles and electric equipment of same,	\$21,990 73		
Horses,	90 00		
Other items of equipment (snow plough),	918 52		
TOTAL COST OF EQUIPMENT OWNED,			22,999 25
Cost of land and buildings:			
Land necessary for operation of railway,	\$1,025 00		
Buildings necessary for operation of railway,	5,808 64		
TOTAL COST OF LAND AND BUILDINGS OWNED,			6,828 64
Other permanent property: land and buildings (Hotel Pilgrim),			32,886 48
TOTAL PERMANENT INVESTMENTS,			\$164,880 08
Cash and current assets: cash,			2,880 98
Miscellaneous assets: materials and supplies,			1,000 00
TOTAL,			\$168,191 08
LIABILITIES.			Cr.
Capital stock,			\$100,000 00
Funded debt,			85,000 00
Real estate mortgages,			7,000 00

Current Liabilities:

Loans not yet payable.	\$21,300	W
Short-term current liabilities: debenture notes 4 per cent. due January 1, 1919, authorized \$50,000, issued \$4,000.	4,000	W
TOTAL CURRENT LIABILITIES.		25
Profit and Loss balance surplus.		
TOTAL.		25

CAPITAL STOCK.

Capital stock authorized by law.	\$250,000	W
Capital stock authorized by votes of company.	100,000	W
Capital stock issued and outstanding.		4
Number of shares issued and outstanding.	1,000	
Number of stockholders.	29	
Number of stockholders in Massachusetts.	29	
Amount of stock held in Massachusetts.	\$20,000	W

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.	Type.
Land and buildings at southern ter- minus (Helen Pliginsk),	Per Cent. 6	Demand.	\$7,000	W

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Type.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1919.	\$25,000	W

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,				7
Number carried per mile of main railway track operated,				7
Number of round trips run,				17
Number of car miles run,				17
Average number of persons employed,				

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,			3
Open passenger cars equipped for electric power,			7
TOTAL PASSENGER CARS OF ALL KINDS,			10

Number of all above cars with 4 wheels,	12
Number of electric cars equipped with fenders,	12
Snow ploughs,	1
Carts and snow sleds,	2
Other vehicles : light wagon,	1
Electric motors,	12
Horses,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.750 miles.
Total length of main track owned,	8.750 "
Length of sidings, switches, etc., . . . . .	.430 "
Total length, computed as single track,	9.180 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located : Plymouth and Kingston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert L. Gordon, *President*, 22 Temple Place, Boston. Henry W. Barnes,
Treasurer, Plymouth, Mass. Charles E. Barnes, *Clerk of Corporation*,
Plymouth, Mass. Benj. F. Sherburne, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert L. Gordon, Newtonville, Mass. Austin R. Mitchell, Newtonville,
Mass. J. Walter Davis, Auburndale, Mass. Albert C. Pond, Boston, Mass.
(died during the year). Israel A. Kelsey, West Haven, Conn. Charles E.
Barnes, Plymouth, Mass. Henry W. Barnes, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report
are full, just and true.

ALBERT L. GORDON,
AUSTIN R. MITCHELL,
HENRY W. BARNES,
CHARLES E. BARNES,
Directors.
HENRY W. BARNES,
Treasurer.
BENJAMIN F. SHERBURNE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Oct. 27, 1896. Then personally appeared the above-named Henry W. Barnes, Charles E. Barnes and Benjamin F. Sherburne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. W. BREWSTER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1896. Then personally appeared the above-named Albert L. Gordon and Austin R. Mitchell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES M. OLMSTEAD,

Justice of the Peace.

REPORT

OF THE

QUINCY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$101,880 16
Operating expenses,	66,807 17
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GROSS INCOME ABOVE OPERATING EXPENSES,	\$35,522 99
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$2,468 81
Taxes,	8,443 21
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TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,911 52
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NET DIVISIBLE INCOME,	\$29,611 47
Dividends declared (7 per cent on \$300,000),	21,000 00
<hr/>	
Surplus for year ending September 30, 1896,	\$8,611 47
Amount of surplus September 30, 1895,	38,041 64
Additions during the year: premium on 1,064 shares capital stock sold,	\$21,280 00
Deductions during the year:	
Amount charged off, depreciation of construction (Washington Street),	\$7,017 00
Amount charged off, depreciation of equipment,	5,000 00
<hr/>	
TOTAL DEDUCTIONS,	12,017 00
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NET ADDITION FOR THE YEAR,	9,263 00
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TOTAL SURPLUS SEPTEMBER 30, 1896,	\$55,916 11
<hr/>	
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$96,304 58
Receipts from carriage of mails and parcels,	81 11
Receipts from tolls for use of tracks by other companies,	8,646 82
Receipts from rentals of buildings and other property,	1,448 02
Receipts from advertising in cars,	870 00
Other earnings from operation: profit New York, New Haven & Hartford Railroad tickets,	29 68
<hr/>	
GROSS EARNINGS FROM OPERATION,	\$101,880 16
<hr/>	

EXPENSES OF OPERATIONS

General expenses	
Salaries of general officers and clerks	
General office expenses and supplies	
Legal expenses	
Insurance	
Plant general expenses	
Maintenance of tracks and buildings	
Repair of tracks and ties	
Repair of general line construction	
Repairs of cars and ice	
Repair of buildings	
Maintenance of equipment	
Repair of cars and other vehicles	
Transportation expenses	
Freight	
Cost of electric light power	
Wages and compensation of persons employed in conducting the transportation	
Expenses for interest on bonds and mortgages	
Loss for damage to property over other carriers	
Total Operating Expenses	

PROPERTY ACCOUNTS

Additions to tracks	
Extension of tracks and ties	
Material	\$4,500.00
New general line construction	
Material	2,100.00
Total Additions to Tracks	\$6,600.00
Additions to equipment	
Additional cars and equipment	\$1,500.00
Repair and replacement of same	1,000.00
Additional power and equipment	1,000.00
Repair and replacement of same	1,000.00
Total Additions to Equipment	\$4,500.00
Additions to land and buildings	
Additional land necessary for operation of tracks	\$1,000.00
Additional equipment of power stations	1,000.00
New buildings necessary for operation of tracks	1,000.00
Total Additions to Land and Buildings	\$3,000.00
Total Additions to Property Accounts	
Deductions from property accounts, property sold or retired	
Amount charged off of accounts and equipment	\$1,000.00
Amount charged off of accounts and equipment	1,000.00
Land sold or retired	1,000.00
Total Deductions from Property Accounts	\$3,000.00
Net Additions to Property Accounts for the Year	

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$200,835 54	
Electric line construction, including poles, wiring, feeder lines, etc.,	36,948 61	
Interest accrued during construction of railway,	5,261 88	
Salaries, engineering and other expenses incident to construction,	6,585 39	
TOTAL COST OF RAILWAY OWNED,		\$249,681 37
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$45,059 00	
Electric equipment of same,	42,452 81	
Horses,	478 04	
Other items of equipment,	685 53	
TOTAL COST OF EQUIPMENT OWNED,		88,624 88
Cost of land and buildings:		
Land necessary for operation of railway,	\$82,413 45	
Electric power stations, including equipment,	52,417 57	
Other buildings necessary for operation of railway,	30,090 88	
TOTAL COST OF LAND AND BUILDINGS OWNED,		114,921 90
TOTAL PERMANENT INVESTMENTS,		\$453,178 15
Cash and current assets:		
Cash,	\$27,212 77	
Bills and accounts receivable,	5,081 18	
TOTAL CASH AND CURRENT ASSETS,		32,293 95
Miscellaneous assets: materials and supplies,	\$3,087 52	
Other assets and property:		
New York, New Haven & Hartford Railroad tickets,	32 41	
Tools,	884 18	
TOTAL MISCELLANEOUS ASSETS,		3,954 11
TOTAL,		\$489,426 21
LIABILITIES.		CR.
Capital stock,	\$406,400 00	
Current liabilities: loans and bills payable,	27,110 10	
Profit and Loss balance (surplus),	55,916 11	
TOTAL,		\$489,426 21
CAPITAL STOCK.		
Capital stock authorized by law,	\$420,000 00	
Capital stock authorized by votes of company,	420,000 00	
Capital stock issued and outstanding,		\$406,400 00
Number of shares issued and outstanding,	4,064	
Number of stockholders,	257	
Number of stockholders in Massachusetts,	255	
Amount of stock held in Massachusetts,	\$405,800 00	

TRAFFIC OF TRAFFIC, ETC.

Number of passengers carried during the year.	-	-	-	-	-	-	-	-	-
Number carried per mile of main railway track operated.	-	-	-	-	-	-	-	-	-
Number of round trips run.	-	-	-	-	-	-	-	-	-
Number of car miles run.	-	-	-	-	-	-	-	-	-
Average number of persons employed.	-	-	-	-	-	-	-	-	-

EQUIPMENT OWNED.

Box passenger cars equipped for electric power.	-	-	-	-	-	-	-	-	-
Open passenger cars equipped for electric power.	-	-	-	-	-	-	-	-	-
TOTAL PASSENGER CARS OF ALL KINDS.									
Number of all above cars with 4 wheels.	-	-	-	-	-	-	-	-	-
Number of all above cars with 6 wheels.	-	-	-	-	-	-	-	-	-
Number of electric cars equipped with fenders.	-	-	-	-	-	-	-	-	-
Construction repair and other work cars.	-	-	-	-	-	-	-	-	-
Snow plows.	-	-	-	-	-	-	-	-	-
Other vehicles: 2 tip cars, 1 demountable, 1 express wagon, 2 lower wagons.	-	-	-	-	-	-	-	-	-
Electric motors.	-	-	-	-	-	-	-	-	-
Batteries.	-	-	-	-	-	-	-	-	-
Harnesses: double, 2; single, 7.	-	-	-	-	-	-	-	-	-

RAILWAY OWNED AND OPERATED BY ELECTRIC POWER.

Length of railway line.	-	-	-	-	-	-	-	-	-
Total length of main track owned.	-	-	-	-	-	-	-	-	-
Length of sidings, switches, etc.	-	-	-	-	-	-	-	-	-
Total length, computed as single track.	-	-	-	-	-	-	-	-	-

System of electric motive power in use by the company - **Thomson-Houston**
Names of the several cities and towns in which the railway company
company are located: Quincy, Weymouth, Milton and Boston.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.		Number
		of crossings.
		Location.
Crossings of company's railway with railroads at grade 1 in num-		
ber 712		
With New York, New Haven & Hartford Railroad at Quincy		
At grade, two passenger tracks and one freight track.		

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	23	-	24
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	4	-	23	-	26

STATEMENT OF EACH ACCIDENT.

October 15, 1895 — Man fell in getting off moving car before it stopped.
October 22. — Woman fell leaving car before it stopped.
October 26. — Car and team.
December 8 — Car and team.
December 9. — Car and team.
January 6, 1896. — Man jumped from car before it stopped.
January 24. — Car and team.
March 19. — Man jumped from moving car.
March 27. — Woman stepped off moving car.
April 27. — Woman stepped off moving car.
April 29. — Man stepped off moving car.
May 2. — Team and car.
May 3. — Man ran into car and was knocked down.
May 12. — Man with team drove in front of car.
May 22. — Man on running-board struck by pole.
June 4. — Man ran into car, falling down.
June 5. — Man stepped off backwards.
June 25. — Car left rail; one passenger slightly injured.
June 27. — Woman stepped off car before it stopped.
June 27. — Motor dropped to ground from car; one passenger injured.
July 1. — Man jumped off running-board before car stopped.
July 2. — Man struck by pole.
July 4. — Collision of cars; one passenger and motorman injured.
July 20. — Woman left car before it stopped.
July 21. — Car left track; two passengers jumped.
July 25. — Car and team.
July 28 — Man got off backwards.
August 21 — Boy ran into car and was knocked down.
August 25. — Collision of cars.
August 27. — Man jumped off car before it stopped.
August 29. — Two women jumped off car before it stopped.
August 30. — Woman jumped off car before it stopped.
August - . — Man struck by passing car.
August 31. — Man jumped off moving car.
September 1. — Woman slipped in getting off car, which had come to a stop.
September 2. — Man hit by a pole.

September —. — Woman got off car before it stopped.

September 5. — Man got off car before it stopped.

September —. — Man struck by pole.

September —. — Man thrown from car, on account of switch.

September 24. — Man stepped from car on bridge and fell overboard.

September 25. — Woman jumped from moving car.

September 30. — Man fell from moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

QUINCY & BOSTON STREET RAILWAY COMPANY,

QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. Roger H. Wilde, *Auditor*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Winthrop Coffin, Brookline, Mass. Arthur Burnham, Boston, Mass. Josiah Quincy, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Atlantic, Mass. Thomas H. McDonnell, Quincy, Mass. Roger H. Wilde, Atlantic, Mass. W. A. Drake, North Weymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
WINTHROP COFFIN,
JOHN F. MERRILL,
JOHN A. DUGGAN,
T. H. McDONNELL,
ROGER H. WILDE,
JOSIAH QUINCY,
W. A. DRAKE,

Directors.

FRED'K H. SMITH,

Treasurer.

BENJ. J. WEEKS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Oct. 30, 1896. Then personally appeared the above-named John R. Graham, Winthrop Coffin, John A. Duggan, T. H. McDonnell, Roger H. Wilde, W. A. Drake and Benj. J. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1896. Then personally appeared the above-named Fred'k H. Smith, and made oath that the foregoing certificate by him subscribed is, to his best belief and knowledge, true.

Before me,

F. A. DEWSON,
Justice of the Peace.

REPORT
OF THE
RANDOLPH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation June 21, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$2,067 82
Operating expenses,	1,404 82
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$663 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$663 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,067 82
GROSS EARNINGS FROM OPERATION,	\$2,067 82
EXPENSES OF OPERATION.	
General expenses: insurance,	\$312 50
Transportation expenses:	
Cost of electric motive power,	304 50
Wages and compensation of persons employed in conduct- ing transportation,	415 22
Tolls for trackage rights over other railways,	213 31
Other transportation expenses: use of cars,	159 29
TOTAL OPERATING EXPENSES,	\$1,404 82
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS. DR.	
Cost of railway:	
Roadbed and tracks,	\$19,017 84
Electric line construction, including poles, wiring, feeder lines, etc.,	3,267 47
Salaries, engineering and other expenses in- cident to construction,	437 85
TOTAL COST OF RAILWAY OWNED,	\$22,723 16
Cash and current assets: cash,	1,439 84
TOTAL,	\$24,163 00

LIABILITIES.						CR.	
Capital stock (amount paid in),	.	.	.	.	.	.	\$17,500 00
Current liabilities: loans and bills payable,	.	.	.	.	.	.	6,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	668 00
TOTAL,	.	.	.	.	.	.	\$24,163 00
CAPITAL STOCK.							
Capital stock authorized by law,	.	.	.	.	.	\$35,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	35,000 00	
Amount paid in on 350 shares not yet issued,	.	.	.	.	.	.	\$17,500 00
Number of stockholders,	.	.	.	.	.	27	
Number of stockholders in Massachusetts,	.	.	.	.	.	27	
Amount of stock held in Massachusetts,	.	.	.	.	.	\$17,500 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	.	.	.				38,934
Number carried per mile of main railway track operated,	.	.	.				16,155
Number of round trips run,	.	.	.	.	.	.	8,331
Number of car miles run,	.	.	.	.	.	.	16,665
Average number of persons employed,	.	.	.	.	.	.	6
Company commenced operation June 21, 1896.							

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	1.970	.440	2.410
Total length of main track owned, etc.,	1.970	.440	2.410
Length of sidings, switches, etc.,	.100	-	.100
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	2.070	.440	2.510

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Randolph.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RANDOLPH STREET RAILWAY COMPANY,
CARE QUINCY & BOSTON STREET RAILWAY COMPANY, QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President*, Quincy, Mass. John F. Merrill, *Treasurer*, Quincy, Mass. Rufus A. Thayer, *Clerk of Corporation*, Randolph, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. Rufus A. Thayer, Randolph, Mass. F. C. Granger, Randolph, Mass. Winthrop Coffin, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
JOHN R. GRAHAM,
JOHN A. DUGGAN,
RUFUS A. THAYER,
FRED'K H. SMITH,
FRANK C. GRANGER,

Directors.

JOHN F. MERRILL,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1896. Then personally appeared the above-named John F. Merrill, Rufus A. Thayer, John R. Graham and John A. Duggan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

Justice of the Peace.

REPORT
OF THE
READING & LOWELL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation December 12, 1895.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$17,245 30
Operating expenses,	13,847 19
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,398 11
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,940 74
Taxes,	1,188 37
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,129 11
Surplus for year ending September 30, 1896,	\$269 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$269 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$17,190 56
Receipts from tolls for use of tracks by other companies,	4 74
Receipts from advertising in cars,	50 00
GROSS EARNINGS FROM OPERATION,	\$17,245 30
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$364 51
General office expenses and supplies,	591 40
Insurance,	877 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	623 48
Repair of electric line construction,	68 95
Removal of snow and ice,	118 24
Maintenance of equipment:	
Repair of cars and other vehicles,	124 67
Repair of electric equipment of cars,	351 88

Transportation expenses :		
Cost of electric motive power,		\$5.00
Wages and compensation of persons employed in conducting transportation,		5.00
Damages for injuries to persons and property,		5.00
Other transportation expenses : oil, waste, lamp chimneys, trolley wheels, amusements, etc.,		10.00
TOTAL OPERATING EXPENSES,		\$15.00
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$117,282 07	
Electric line construction, including poles, wiring, feeder lines, etc ,	17,025 48	
Salaries, engineering and other expenses incident to construction,	3,136 13	
TOTAL COST OF RAILWAY OWNED,		\$137.48
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$8,277 71	
Electric equipment of same,	4,679 51	
Other items of equipment,	1,401 92	
TOTAL COST OF EQUIPMENT OWNED,		14.38
TOTAL PERMANENT INVESTMENTS,		\$151.86
Cash and current assets :		
Cash,	\$698 90	
Other cash and current assets :		
Interest paid but not due,	200 00	
Unexpired insurance,	793 00	
TOTAL CASH AND CURRENT ASSETS,		1,691.90
Miscellaneous assets : materials and supplies,		25.00
TOTAL,		\$153.74
LIABILITIES.		CR.
Capital stock,		\$100,000.00
Current liabilities : loans and bills payable,		53,475.00
Profit and Loss balance (surplus),		25.00
TOTAL,		\$153.74
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000.00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	9	
Amount of stock held in Massachusetts,	\$80,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	847,522
Number carried per mile of main railway track operated,	29,851
Number of round trips run,	11,986
Number of car miles run,	142,797
Average number of persons employed,	15
Company commenced operation December 12, 1895.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of all above cars with 4 wheels,	8
Number of all above cars with 8 wheels,	4
Number of electric cars equipped with fenders,	7
Snow ploughs,	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.840 miles.
Total length of main track owned,	11.840 "
Length of sidings, switches, etc., . . . . .	.140 "
Total length, computed as single track,	11.980 "

System of electric motive power in use by the company: single trolley;
General Electric.

Names of the several cities and towns in which the railways operated by the
company are located : Reading, Wilmington and Billerica.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	5	-	2	-	7
Employees,	-	-	-	-	-	-
Other persons,	-	2	-	-	-	2
TOTALS,	-	7	-	2	-	9

STATEMENT OF EACH ACCIDENT.

January 28, 1896. — Car left rail, injuring one passenger slightly.

February 19. — Car collided with snow plough; two passengers slightly injured.

March 8. — Struck team, slightly injuring occupants.

March 26. — Man jumped from car; was thrown down and slightly injured.

May 16. — Intoxicated man jumped from moving car; not injured.

July 16. — Two cars collided on curve; two passengers slightly injured.

September 24. — Man fell from car; cut his head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

READING & LOWELL STREET RAILWAY COMPANY,
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John H. Cunningham, *President*, Chelsea, Mass. Jas. F. Shaw, *Vice-President, Treasurer and General Manager*, Newburyport, Mass. Geo. A. Butman, *Clerk of Corporation*, Malden, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John H. Cunningham, Chelsea, Mass. Chas. F. Woodward, Wakefield, Mass. Jas. F. Shaw, Newburyport, Mass. H. Fisher Eldredge, Portland, Me. N. H. Geo. A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. CUNNINGHAM,
H. FISHER ELDREDGE
JAS. F. SHAW,
GEO. A. BUTMAN,

JAS. F. SHAW, *Director*

Treasurer

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1896. Then personally appeared the above-named J. H. Cunningham, H. Fisher Eldredge, Jas. F. Shaw and Geo. A. Butman and severally made oath that the foregoing certificate by them subscribed to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace

REPORT

OF THE

ROCKLAND & ABINGTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$71,466 81
Operating expenses,	52,481 60
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$19,035 21
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,287 67
Interest and discount on unfunded debts and loans,	686 27
Taxes,	1,988 04
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	7,806 98
NET DIVISIBLE INCOME,	\$11,228 23
Dividends declared (9 per cent):	
Six per cent October 17, 1895,	\$7,200 00
Three per cent April 17, 1896,	8,600 00
TOTAL DIVIDENDS DECLARED,	10,800 00
Surplus for year ending September 30, 1896,	\$428 23
Amount of surplus September 30, 1895,	18,164 64
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$18,592 87
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$69,895 25
Receipts from tolls for use of tracks by other companies, . .	998 44
Receipts from rentals of buildings and other property, . .	126 15
Receipts from sales of old materials,	88 27
Receipts from advertising in cars,	269 45
Receipts from interest on deposits,	94 25
GROSS EARNINGS FROM OPERATION,	\$71,466 81
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,729 65
General office expenses and supplies,	479 19
Legal expenses,	49 00
Insurance,	8,998 66
Other general expenses,	862 70

Maintenance of roadway and buildings :		
Repair of roadbed and track,		\$2,250 00
Repair of electric line construction,		2,400 00
Removal of snow and ice,		250 00
Repair of buildings,		420 00
Maintenance of equipment :		
Repair of cars and other vehicles,		2,500 00
Repair of electric equipment of cars,		2,400 00
Harness, horse-shoeing and veterinary care,		50 00
Transportation expenses :		
Provender,		100 00
Cost of electric motive power,		13,800 00
Wages and compensation of persons employed in conducting transportation,		19,800 00
Damages for injuries to persons and property,		40 00
Tolls for trackage rights over other railways,		1,000 00
Rentals of buildings and other property,		800 00
Other transportation expenses : oil, \$199.43 ; fuel, \$275.19 ; water tax, \$82.32 ; miscellaneous expenses, \$509.42,		1,066 94
TOTAL OPERATING EXPENSES,		\$52,400 00

PROPERTY ACCOUNTS.		
Additions to railway :		
Extension of railway and tracks (length, 8,422 feet),	\$12,688 66	
New electric line construction (length, 8,422 feet),	1,179 07	
TOTAL ADDITIONS TO RAILWAY,		\$13,867 73
Additions to equipment :		
Additional cars, completion of cars added September, 1895,	\$133 74	
Electric equipment of same, completion of equipment, September, 1895,	156 43	
Other additional equipment,	608 55	
TOTAL ADDITIONS TO EQUIPMENT,		\$898 72
Additions to land and buildings :		
New electric power machinery,	\$8,691 68	
Automatic sprinklers for car house,	889 32	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		4,550 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$19,316 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$117,500 21	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,813 89	
Interest accrued during construction of railway,	881 15	
Salaries, engineering and other expenses incident to construction,	3,513 83	
TOTAL COST OF RAILWAY OWNED,		\$139,715 08

Cost of equipment :			
Cars and other rolling stock and vehicles, .	\$35,004 10		
Electric equipmnet of same,	24,686 02		
Horses,	128 90		
Other items of equipment,	2,800 23		
TOTAL COST OF EQUIPMENT OWNED,			\$62,569 25
Cost of land and buildings :			
Land necessary for operation of railway, .	\$811 70		
Electric power equipment,	13,263 64		
Buildings necessary for operation of rail- way,	23,119 17		
TOTAL COST OF LAND AND BUILDINGS OWNED,			87,194 51
Other permanent property : dwelling house,			1,350 00
TOTAL PERMANENT INVESTMENTS,			\$240,322 84
Cash and current assets :			
Cash,	\$10,926 15		
Bills and accounts receivable,	588 08		
Other cash and current assets : insurance advance premiums,	2,473 31		
TOTAL CASH AND CURRENT ASSETS,			18,987 54
Miscellaneous assets : materials and supplies,			2,133 25
TOTAL,			\$256,443 63
LIABILITIES.			
			CR.
Capital stock,			\$120,000 00
Funded debt,			87,500 00
Current liabilities :			
Loans and bills payable,	\$26,860 77		
Salaries and wages,	269 32		
TOTAL CURRENT LIABILITIES,			27,130 09
Accrued liabilities :			
Interest accrued and not yet due,	\$2,397 32		
Taxes accrued and not yet due,	823 35		
TOTAL ACCRUED LIABILITIES,			3,220 67
Profit and Loss balance (surplus),			18,592 87
TOTAL,			\$256,443 63
CAPITAL STOCK.			
Capital stock authorized by law,	\$120,000 00		
Capital stock authorized by votes of company,	120,000 00		
Capital stock issued and outstanding,			\$120,000 00
Number of shares issued and outstanding,	1,200		
Number of stockholders,	88		
Number of stockholders in Massachusetts,	33		
Amount of stock held in Massachusetts,	\$120,000 00		

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest due.
	Per Cent.			
First mortgage,	6	May 1, 1915,	\$87,500 00	\$5.25

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,457
Number carried per mile of main railway track operated,	1,457
Number of round trips run,	4
Number of car miles run,	3,500
Average number of persons employed,	1

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	14
Open passenger cars equipped for electric power,	12
TOTAL PASSENGER CARS OF ALL KINDS,	26
Number of all above cars with 4 wheels,	26
Number of electric cars equipped with fenders,	26
Snow ploughs,	3
Other vehicles: 1 tower wagon, 1 express wagon, 1 snow leveller, 1 pump.	
Electric motors,	34
Horses,	1
Harnesses (single, 1),	1
Other items of equipment: safe, furniture, car appliances, punches, tools, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned.
	Miles.	Miles.	Miles.
Length of railway line,	13.345	1.348	14.693
Total length of main track owned, etc.,	13.345	1.348	14.693
Length of sidings, switches, etc., . . . . .	.743	.069	.812
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	14.088	1.417	15.505

System of electric motive power in use by the company: single trolley; General Electric.

Names of the several cities and towns in which the railways operated by company are located: Rockland, Abington, Whitman, South Weymouth.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With New York, New Haven & Hartford Railroad Company at North Abington, North Avenue,	4	1
With New York, New Haven & Hartford Railroad Company at Whitman, South Avenue,	3	1
With New York, New Haven & Hartford Railroad Company at Rockland, Union Street,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	11	-	-
Employees,	-	1	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	3	-	11	-	14

STATEMENT OF EACH ACCIDENT.

- October 4, 1895. — Man jumped from moving car.
- October 13. — Man injured by collision of two cars.
- November 16. — Intoxicated man fell from step of car.
- November 20. — Man thrown while boarding a moving car.
- February 4, 1896. — Man jumped from moving car.
- February 26. — Man jumped from moving car.
- March 15 — Man jumped from moving car.
- May 17. — Man standing on running-board struck arm against pole.
- May 27. — Man caught around neck by trolley rope.
- June 19. — Man stepped from moving car.
- July 26. — Man standing on running-board struck his head against a tree.
- August 17. — Man jumped from moving car.
- September 4. — Car struck by locomotive; woman injured.
- September 23. — Man injured by collision of two cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKLAND & ABINGTON STREET RAILWAY COMPANY,
NORTH ABINGTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses N. Arnold, *President*, North Abington, Mass. John Spence, *President*, Rockland, Mass. Charles N. Cobb, *Treasurer*, Abington, Mass. George W. Kelley, *Clerk of Corporation*, Rockland, Mass. A. H. Walcott, *Superintendent*, North Abington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses N. Arnold, Abington, Mass. Edw. P. Boynton, Abington, Mass. Chas. N. Cobb, Abington, Mass. Geo. O. Jenkins, Whitman, Mass. Geo. W. Kelley, Rockland, Mass. Henry B. Peirce, Abington, Mass. John Spence, Rockland, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MOSES N. ARNOLD,
CHAS. N. COBB,
GEO. W. KELLEY,
EDWARD P. BOYNTON,
GEORGE O. JENKINS,
JOHN SPENCE,
HENRY B. PEIRCE.

Directors.

CHAS. N. COBB,

Treasurer.

ALBERT H. WALCOTT.

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 2, 1896. Then personally appeared the above named Moses N. Arnold, Chas. N. Cobb, Geo. W. Kelley, Edward P. Boynton, Geo. O. Jenkins, John Spence and Henry B. Peirce, and severally swore to the oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GRANVILLE R. FARRAR,
Justice of the Peace.

REPORT

OF THE

ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation July 3, 1896.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	\$10,753 95
Operating expenses,	3,189 12
GROSS INCOME ABOVE OPERATING EXPENSES,	\$7,564 83
Surplus for year ending September 30, 1896,	\$7,564 83
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$7,564 83

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$10,753 95
GROSS EARNINGS FROM OPERATION,	\$10,753 95

EXPENSES OF OPERATION.

General expenses: general office expenses and supplies,	\$98 37
Maintenance of roadway and buildings:	
Repair of roadbed and track,	20 89
Repair of electric line construction,	4 10
Maintenance of equipment:	
Repair of cars and other vehicles,	17 13
Repair of electric equipment of cars,	69 25
Transportation expenses:	
Cost of electric motive power,	964 44
Wages and compensation of persons employed in conducting transportation,	1,714 29
Tolls for trackage rights over other railways,	131 44
Other transportation expenses: oil, waste, etc.,	169 21
TOTAL OPERATING EXPENSES,	\$3,189 12

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Dr.

Cost of railway:	
Roadbed and tracks,	\$73,715 04
Electric line construction, including poles, wiring, feeder lines, etc.,	14,950 84
Salaries, engineering and other expenses incident to construction,	2,986 50
TOTAL COST OF RAILWAY OWNED,	\$91,652 38

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,150 00	
Electric equipment of same,	7,250 00	
Other items of equipment,	2,974 36	
TOTAL COST OF EQUIPMENT OWNED,		\$19,374 36
Cost of land and buildings: electric power stations, including equipment,		13,236 73
TOTAL PERMANENT INVESTMENTS,		\$124,263 47
Cash and current assets:		
Cash,	\$2,028 53	
Bills and accounts receivable,	1,473 99	
TOTAL CASH AND CURRENT ASSETS,		3,502 52
TOTAL,		\$127,765 99
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Current liabilities: loans and bills payable,		20,201 16
Profit and Loss balance (surplus),		7,564 83
TOTAL,		\$127,765 99
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$100,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	215,079
Number carried per mile of main railway track operated,	26,357
Number of round trips run,	3,258
Number of car miles run,	26,585
Average number of persons employed,	10
Company commenced operation July 3, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	.	.	.	4
Open passenger cars equipped for electric power,	.	.	.	4
				<hr/>
TOTAL PASSENGER CARS OF ALL KINDS,	.	.	.	8
Number of all above cars with 4 wheels,	.	.	.	8
Number of electric cars equipped with fenders,	.	.	.	8
Snow ploughs,	.	.	.	2
Electric motors,	.	.	.	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.400	.760	8.160
Total length of main track owned, etc.,	7.400	.760	8.160
Length of sidings, switches, etc., . . . . .	.100	-	.100
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, .	7.500	.760	8.260

System of electric motive power in use by the company : Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located : Gloucester and Rockport.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz. : With Cape Ann Granite Company in Rockport,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKPORT STREET RAILWAY COMPANY,

GLoucester, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John H. Cunningham, *President*, Chelsea, Mass. Geo. A. Butman, *Treasurer*, Malden, Mass. D. S. Presson, *Clerk of Corporation*, Gloucester, Mass. A. R. Hallowell, *Superintendent*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. H. Cunningham, Chelsea, Mass. W. B. Ferguson, Malden, Mass. D. S. Presson, Gloucester, Mass. A. D. Bosson, Chelsea, Mass. Henri N. Wood, Rockport, Mass. L. M. Haskins, Rockport, Mass. A. R. Hallowell, Gloucester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. CUNNINGHAM,
W. B. FERGUSON,
L. M. HASKINS,
D. S. PRESSON,
A. R. HALLOWELL,
Directors.
GEO. A. BUTMAN,
Treasurer.
A. R. HALLOWELL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1896. Then personally appeared the above-named J. H. Cunningham, W. B. Ferguson, L. M. Haskins and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 14, 1896. Then personally appeared the above-named D. S. Presson and A. R. Hallowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$35,416 73	
Electric line construction, including poles, wiring, feeder lines, etc.,	7,337 06	
Interest accrued during construction of railway,	45 19	
Salaries, engineering and other expenses in- cident to construction,	3,145 15	
TOTAL COST OF RAILWAY OWNED,		\$45,944 13
Cost of land and buildings :		
Land necessary for operation of railway,	\$1,262 14	
Electric power stations, including equipment,	7,279 90	
TOTAL COST OF LAND AND BUILDINGS OWNED,		8,542 04
TOTAL PERMANENT INVESTMENTS,		\$54,486 17
Cash and current assets : cash,		6,759 02
TOTAL,		\$61,245 19
LIABILITIES.		CR.
Capital stock,	\$50,000 00	
Current liabilities : loans and bills payable,	11,200 00	
Accrued liabilities : interest accrued and not yet due,	45 19	
TOTAL,		\$61,245 19
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by vote of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	96	
Number of stockholders in Massachusetts,	94	
Amount of stock held in Massachusetts,	\$41,500 00	

System of electric motive power to be used by the company : Westinghouse.
Miles of new electric railway in process of construction September 30, 1896.
6.530.

Names of the several cities and towns in which the railways under construction by the company are located : Shelburne and Colrain.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY
SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David W. Temple, *President*, Shelburne Falls, Mass. Charles A. Marcy, *Vice-President*, Colrain, Mass. Herbert Newell, *Treasurer*, Shelburne Falls, Mass. Clifton L. Field, *Clerk of Corporation*, Shattuckville, Mass. L. N. Wheelock, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David W. Temple, Shelburne Falls, Mass. Edwin Baker, Shelburne Falls, Mass. Freeman L. Davenport, Shelburne Falls, Mass. Herbert Newell, Shelburne Falls, Mass. Clifton L. Field, Shattuckville, Mass. Lorenzo Griswold, Griswoldville, Mass. Charles A. Marcy, Colrain, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID W. TEMPLE,
CHARLES A. MARCY,
C. L. FIELD,
LORENZO GRISWOLD,
F. L. DAVENPORT,
EDWIN BAKER,
HERBERT NEWELL,

Directors

HERBERT NEWELL,

Treasurer

L. N. WHEELOCK.

Superintendent

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 1, 1896. Then personally appeared the above-named David W. Temple, Charles A. Marcy, C. L. Field, Lorenzo Griswold, F. L. Davenport, Edwin Baker and Herbert Newell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. K. HAWKS.

Notary Public

REPORT

OF THE

SIASCONSET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Railway not in operation.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.										
ASSETS.										
DR.										
Cost of railway,	.	.	.	.	.	.	.	.	.	\$12,097 62
Cost of equipment,	.	.	.	.	.	.	.	.	.	1,876 04
TOTAL PERMANENT INVESTMENTS,										\$13,473 66
Profit and Loss balance (deficit),	.	.	.	.	.	.	.	.	.	17,985 58
TOTAL,										\$31,409 24
LIABILITIES.										
CR.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$30,000 00
Current liabilities: loans and bills payable,	.	.	.	.	.	.	.	.	.	1,409 24
TOTAL,										\$31,409 24
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$100,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	100,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$30,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	800
Number of stockholders,	.	.	.	.	.	.	.	.	.	12
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	5
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$26,375 00
RAILWAY OWNED.										
Length of railway line,	.	.	.	.	.	.	.	.	.	1.140 miles.
Total length of main track owned,	.	.	.	.	.	.	.	.	.	1.140 "

GENERAL REMARKS AND EXPLANATIONS.

The road has not been run this last year at all, and there has been no change in the financial condition of the road. The detailed statement thereof would be the same as last year.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SIASCONSET STREET RAILWAY COMPANY.

1010 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harvey H. Pratt, *President*, 80 Court Street, Boston, Mass. John F. Simmons, *Treasurer*, 1010 Exchange Building, Boston, Mass. Thomas G. Macy, *Clerk of Corporation and Superintendent*, Nantucket, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. SIMMONS.
HARVEY H. PRATT.
THOMAS G. MACY.

Director

JOHN F. SIMMONS,

Treasurer

T. G. MACY,

Superintendent

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOVEMBER, 1896. Then personally appeared the above-named John F. Simmons and Harvey H. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THEODORE M. OSBORNE.

Justice of the Peace

COMMONWEALTH OF MASSACHUSETTS.

NANTUCKET, ss. NANTUCKET, Nov. 16, 1896. Personally appeared the above-named Thomas G. Macy and made oath that the statements above made are true, to the best of his knowledge and belief.

Before me,

HENRY RIDDELL,

Justice of the Peace

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the West End.]

GENERAL EXHIBIT FOR THE YEAR.

Total income from lease of railway,	\$9,180 00
Dividends declared (6 per cent on capital stock),	\$9,180 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.	
Cost of railway,			\$153,000 00
TOTAL,			\$153,000 00
LIABILITIES.		CR.	
Capital stock,			\$153,000 00
TOTAL,			\$153,000 00

CAPITAL STOCK.

Capital stock authorized by law,	\$153,000 00	
Capital stock authorized by votes of company,	153,000 00	
Capital stock issued and outstanding,		\$153,000 00
Number of shares issued and outstanding,	8,060	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$153,000 00	

RAILWAY OWNED.

Length of railway line,	4.879 miles.
Total length of main track owned,	4.879 "
Length of sidings, switches, etc., . . . . .	.526 "
Total length, computed as single track,	5.405 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,
81 MILK STREET, ROOM 41, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. Q. Bennett, *President*, Market National Bank, Boston, Mass. J. E. Studley, Jr., *Treasurer and Clerk of Corporation*, 81 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Josiah Q. Bennett, Cambridge, Mass. Prentiss Cummings, Brookline, Mass. Henry F. Woods, Boston, Mass. J. H. Goodspeed, Boston, Mass. J. E. Studley, Malden, Mass.

We hereby certify that the statements contained in the foregoing are full, just and true.

JOSIAH Q. BENNETT,
PRENTISS CUMMINGS,
HENRY F. WOODS,
JOSEPH H. GOODSPEED,
J. H. STUDLEY, JR.,

Directors

JOHN H. STUDLEY, JR.,

Treasurer

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1896. Then personally appeared the persons named Josiah Q. Bennett, Prentiss Cummings, Henry F. Woods, Joseph H. Goodspeed and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERROH.

Justice of the Peace

REPORT

OF THE

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation August 28, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$3,687 80
Operating expenses,	1,246 30
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,441 50
Surplus for year ending September 30, 1896,	\$2,441 50
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$2,441 50
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$3,687 80
GROSS EARNINGS FROM OPERATION,	\$3,687 80
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$86 66
General office expenses and supplies,	17 75
Insurance,	83 33
Transportation expenses :	
Cost of electric motive power,	458 00
Wages and compensation of persons employed in conducting transportation,	594 86
Other transportation expenses: oils, etc., for motors and track,	5 70
TOTAL OPERATING EXPENSES,	\$1,246 30
GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$71,673 24
Electric line construction, including poles, wiring, feeder lines, etc.,	14,623 28
Salaries, engineering and other expenses incident to construction,	2,012 96
TOTAL COST OF RAILWAY OWNED,	\$88,309 48

Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		\$16,494 19
Cost of land and buildings:		
Land necessary for operation of railway,	\$610 00	
Electric power stations, including equipment,	8,011 11	
Buildings necessary for operation of railways,	8,095 78	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,716 89
Other permanent property:		
Office furniture,	\$51 26	
Tools,	80 25	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		131 51
TOTAL PERMANENT INVESTMENTS,		\$111,652 02
Cash and current assets:		
Cash,	\$3,073 78	
Bills and accounts receivable,	87 51	
TOTAL CASH AND CURRENT ASSETS,		3,161 29
Miscellaneous assets: materials and supplies,		1,024 11
TOTAL,		\$115,837 32
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Current liabilities: loans and bills payable,		53,825 57
Profit and Loss balance (surplus),		2,441 25
TOTAL,		\$115,837 32
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Scrip convertible into stock,		\$60,000 00
Number of shares to be issued and outstanding,	600	
Number of stockholders,	35	
Number of stockholders in Massachusetts,	35	
Amount of stock held in Massachusetts,	\$60,000 00	
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year,		72,000
Number carried per mile of main railway track operated,		1,200
Number of round trips run,		12,000
Number of car miles run,		12,000
Average number of persons employed,		12
Commenced operation August 28, 1896.		
EQUIPMENT LEASED.		
Box passenger cars equipped for electric power,		5
Open passenger cars equipped for electric power,		5
TOTAL PASSENGER CARS OF ALL KINDS,		10

Number of all above cars with 4 wheels,	10
Number of electric cars equipped with fenders,	10
Electric motors,	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	7.443 miles.
Total length of main track owned,	7.443 "
Length of sidings, switches, etc., . . . . .	.899 "
Total length, computed as single track,	7.842 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Southbridge and Sturbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,
SOUTHBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
C. D. Paige, *President*, Southbridge, Mass. F. L. Chapin, *Treasurer*, South-
bridge, Mass. J. M. Cochran, *Clerk of Corporation*, Southbridge, Mass.
W. H. Harrington, *Superintendent*, Southbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
C. D. Paige, Southbridge, Mass. F. L. Chapin, Southbridge, Mass. Geo.
W. Wells, Southbridge, Mass. Jacob Booth, Southbridge, Mass. Chas. W.
Hill, Southbridge, Mass. Alpha M. Cheney, Southbridge, Mass. Thomas T.
Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report
are full, just and true.

CALVIN D. PAIGE,
F. L. CHAPIN,
GEO. W. WELLS,
JACOB BOOTH,
CHARLES W. HILL,
Directors.
FRANCIS L. CHAPIN,
Treasurer.
WM. H. HARRINGTON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 29, 1896. Then personally appeared the above-
named Calvin D. Paige, F. L. Chapin, Geo. W. Wells, Jacob Booth, Charles
W. Hill and Wm. H. Harrington, and severally made oath that the foregoing
certificate by them subscribed is, to the best of their knowledge and belief,
true.

Before me, JOHN A. HALL,
Justice of the Peace.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$27,000 00
Operating expenses,	14,000 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$13,000 00
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,812 50
Interest and discount on unfunded debts and loans,	4,385 39
Taxes,	1,673 33
Other deductions from income:	
Depreciation of tools,	\$200 00
Uncollectible accounts,	124 94
	324 94
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	10,000 00
NET DIVISIBLE INCOME,	\$2,000 00
Dividends declared (4 per cent),	400 00
Surplus for year ending September 30, 1896,	\$1,600 00
Amount of surplus September 30, 1895,	1,000 00
Deductions during the year:	
Discount on bonds sold,	\$4,500 00
Taxes for 1895,	1,182 18
TOTAL DEDUCTIONS,	\$5,682 18
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,000 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$25,000 00
Receipts from carriage of mails and parcels,	1,000 00
Receipts from tolls for use of tracks by other companies,	500 00
Receipts from rentals of buildings and other property,	1,000 00
Receipts from advertising in cars,	500 00
Other earnings from operation: miscellaneous,	500 00
GROSS EARNINGS FROM OPERATION,	\$28,500 00

EXPENSES OF OPERATION.

General expenses :					
Salaries of general officers and clerks, . . . . .	.	.	.	.	\$2,714 85
General office expenses and supplies, . . . . .	.	.	.	.	791 33
Legal expenses, . . . . .	.	.	.	.	241 35
Insurance, . . . . .	.	.	.	.	1,843 01
Other general expenses : miscellaneous, . . . . .	.	.	.	.	1,023 18
Maintenance of roadway and buildings :					
Repair of roadbed and track, . . . . .	.	.	.	.	2,824 31
Repair of electric line construction, . . . . .	.	.	.	.	340 11
Removal of snow and ice, . . . . .	.	.	.	.	572 36
Repair of buildings, . . . . .	.	.	.	.	90 62
Maintenance of equipment :					
Repair of cars and other vehicles, . . . . .	.	.	.	.	810 07
Repair of electric equipment of cars, . . . . .	.	.	.	.	1,538 95
Transportation expenses :					
Cost of electric motive power, . . . . .	.	.	.	.	7,225 76
Wages and compensation of persons employed in conducting transportation, . . . . .	.	.	.	.	14,097 58
Damages for injuries to persons and property, . . . . .	.	.	.	.	109 76
Other transportation expenses : miscellaneous, . . . . .	.	.	.	.	325 18
TOTAL OPERATING EXPENSES,					\$34,548 42

PROPERTY ACCOUNTS.

Additions to railway:		
Railway and tracks,	\$1,249 12	
New electric line construction,	46 85	
	<hr/>	
TOTAL ADDITIONS TO RAILWAY,		\$1,295 47
Additions to equipment:		
Additional cars (3 in number),	\$2,775 00	
(Other additional rolling stock and vehicles,	1,050 00	
Other additional equipment,	1,163 14	
	<hr/>	
TOTAL ADDITIONS TO EQUIPMENT,		4,988 14
Additions to land and buildings:		
Additional equipment of power stations,	\$717 47	
Additions to buildings necessary for operation of railway,	166 47	
	<hr/>	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		883 94
Additions to other permanent property: office furniture,		14 28
		<hr/>
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$7,181 83
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:		
tools,		561 88
		<hr/>
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$6,619 95

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$107,227 08	
Electric line construction, including poles, wiring, feeder lines, etc.,	81,130 96	
Salaries, engineering and other expenses incident to construction,	3,591 68	
TOTAL COST OF RAILWAY OWNED,		\$111,949 72
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		
Cost of land and buildings:		
Land necessary for operation of railway,	\$5,500 00	
Electric power stations, including equipment,	38,012 44	
Other buildings necessary for operation of railway,	8,919 49	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$42,431 93
Other permanent property: office furniture,		
TOTAL PERMANENT INVESTMENTS,		\$154,381 65
Cash and current assets:		
Cash,	\$1,103 10	
Bills and accounts receivable,	1,277 60	
Other cash and current assets: unexpired insurance and interest,	453 68	
TOTAL CASH AND CURRENT ASSETS,		\$2,834 38
Miscellaneous assets: materials and supplies,		
TOTAL,		\$157,216 03
LIABILITIES.		CR.
Capital stock,		
Funded debt,		
Current liabilities: loans and bills payable,		
Accrued liabilities:		
Interest accrued and not yet due,	\$874 78	
Taxes accrued and not yet due,	1,552 89	
Miscellaneous accrued liabilities: salaries and wages,	222 61	
TOTAL ACCRUED LIABILITIES,		\$2,650 28
Profit and Loss balance (surplus),		
TOTAL,		\$157,216 03

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued and outstanding,	1,000 00
Number of shares issued and outstanding,	44
Number of stockholders,	44
Number of stockholders in Massachusetts,	44
Amount of stock held in Massachusetts,	\$100,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage bonds,	5	1915, . . .	\$100,000 00	\$3,812 50

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	1,016,782
Number carried per mile of main railway track operated,	78,025
Number of round trips run,	9,587
Number of car miles run,	249,277
Average number of persons employed,	29

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	16
Number of all above cars with 4 wheels,	16
Number of electric cars equipped with fenders,	12*
Snow ploughs,	3
Other vehicles: 1 repair wagon; 1 road scraper,	2
Electric motors,	24

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	13.070 miles.
Total length of main track owned,	13.070 "
Length of sidings, switches, etc., . . . . .	.440 "
Total length, computed as single track,	13.510 "

System of electric motive power in use by the company: overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Sherborn, Framingham, Ashland and Hopkinton.

* Twenty-four fenders, sufficient to equip cars in actual use.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad at South Framingham,*	2	1
With Boston & Albany Railroad (Milford Branch) South Framingham,*	1	1
With Boston & Albany Railroad, South Framingham,* †	1	1
With Boston & Albany Railroad, South Framingham, ‡	1	1
With New England Railroad, Ashland,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	5

Number of above crossings at which frogs are inserted in the tracks, . . . 5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	5	-	6
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	5	-	7

STATEMENT OF EACH ACCIDENT.

- Man fell from platform of moving car; slight injury.
- Man fell from platform of moving car; slight injury.
- Intoxicated man fell from platform of moving car; slight injury.
- Intoxicated man fell from platform of moving car; slight injury.
- Trolley rope caught and broken trolley pole fell and hit woman on head, injury slight.
- Man fell from moving car.
- Conductor thrown against car window by motion of car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
SOUTH MIDDLESEX STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

* Have flagmen. † Used for switching.
‡ Track to factory; used by railroad once a day on an average.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. B. Ferguson, *President*, 53 State Street, Boston, Mass. James J. Valentine, *Treasurer and Clerk of Corporation*, South Framingham, Mass. A. F. Mars, *Superintendent*, South Framingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. B. Ferguson, Malden, Mass. Francis Bigelow, Natick, Mass. S. A. Sweetland, Natick, Mass. John M. Fiske, Natick, Mass. H. H. Whitney, Natick, Mass. G. A. Bridges, Hopkinton, Mass. James J. Valentine, Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS BIGELOW,
S. A. SWEETLAND,
J. M. FISKE,
HARVEY H. WHITNEY,
JAMES J. VALENTINE,
Directors.
JAMES J. VALENTINE,
Treasurer.
ANDREW F. MARS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 2, 1896. Then personally appeared the above-named Francis Bigelow, S. A. Sweetland, J. M. Fiske, Harvey H. Whitney and James J. Valentine, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRED. J. LUCEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 8, 1896. Then personally appeared the above-named Andrew F. Mars, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, SID. A. PHILLIPS,
Justice of the Peace.

REPORT
OF THE
SPRINGFIELD STREET RAILWAY COMPANY
FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$521,577 1/2
Operating expenses,	321,500 1/2
GROSS INCOME ABOVE OPERATING EXPENSES,	\$200,077 1/2
Charges upon income accrued during the year:	
Interest on funded debt,	\$18,000 00
Interest and discount on unfunded debts and loans,	8,484 16
Taxes,	21,947 35
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	48,431 51
NET DIVISIBLE INCOME,	\$151,645 76
Dividends declared (8 per cent),	80,000 00
Surplus for year ending September 30, 1896,	\$71,645 76
Amount of surplus September 30, 1895,	85,150 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$156,795 76
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$515,900 00
Receipts from rentals of buildings and other property,	450 00
Receipts from advertising in cars,	125 00
GROSS EARNINGS FROM OPERATION,	\$521,575 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$15,000 00
General office expenses and supplies,	1,500 00
Insurance,	750 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	16,000 00
Repair of electric line construction,	5,000 00
Removal of snow and ice,	3,000 00
Repair of buildings,	1,200 00
Maintenance of equipment:	
Repair of cars and other vehicles,	20,000 00
Repair of electric equipment of cars,	15,000 00

Transportation expenses :	
Cost of electric motive power,	\$44,380 39
Wages and compensation of persons employed in conducting transportation,	179,655 25
Damages for injuries to persons and property,	5,496 59
Other transportation expenses: coal, \$1,274.54; incidental expenses, \$2.481.75,	8,756 29
Water rents, \$750.04; street sprinkling, \$1,659.53,	2,409 57
TOTAL OPERATING EXPENSES,	\$321,585 71

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of railway and tracks (length, 64,046 feet),	\$153,212 81
New electric line construction (length, 64,046 feet),	29,877 44
TOTAL ADDITIONS TO RAILWAY,	\$183,090 25
Additions to equipment :	
Additional cars (20 in number) and electric equipment of same,	\$43,410 55
Other additional rolling stock and vehicles,	2,187 96
TOTAL ADDITIONS TO EQUIPMENT,	45,598 51
Additions to land and buildings :	
Additional land necessary for operation of railway,	\$7,441 29
Additional equipment of power stations,	87,505 53
TOTAL ADDITIONS TO LAND AND BUILDINGS,	94,946 82
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$323,635 58
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:	
horse equipment,	25 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$323,610 58

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$863,137 61	
Electric line construction, including poles, wiring, feeder lines, etc.,	139,562 06	
TOTAL COST OF RAILWAY OWNED,		\$1,002,699 67
Cost of equipment :		
Cars and other rolling stock and vehicles and electric equipment of same,	\$374,332 96	
Horses,	1,080 00	
Other items of equipment,	12,143 55	
TOTAL COST OF EQUIPMENT OWNED,		387,556 51

Cost of land and buildings :

Land necessary for operation of railway, .	\$221,586 53
Electric power stations, including equipment, .	274,060 24

TOTAL COST OF LAND AND BUILDINGS OWNED, . . \$495,646 77

TOTAL PERMANENT INVESTMENTS, . . . \$1,885,949 95

Cash and current assets : bills and accounts receivable, .	1,689 42
Miscellaneous assets : materials and supplies, .	15,135 21

TOTAL, . . . \$1,902,759 29

LIABILITIES. Cr.

Capital stock,	\$1,000,000 00
Funded debt,	500,000 00
Current liabilities : loans and bills payable, .	245,947 87
Profit and Loss balance (surplus),	156,791 42

TOTAL, \$1,902,759 29

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000 00	
Capital stock authorized by votes of company, .	1,000,000 00	
Capital stock issued and outstanding,		\$1,000,000 00
Number of shares issued and outstanding,	10,000	
Number of stockholders,	281	
Number of stockholders in Massachusetts,	265	
Amount of stock held in Massachusetts,	\$966,500 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
Twelve 16-year 4½ per cent bonds of \$25,000 each, redeemable in five years at the option of the company, dated April 1, 1895,	4½	April 1, 1910,	\$300,000 00	\$13,500 00
Eight 20-year 4½ per cent bonds of \$25,000 each, redeemable in 15 years at the option of the company, dated April 1, 1896,	4½	April 1, 1916,	200,000 00	4,500 00
TOTALS, . . . . .	. . .	. . .	\$500,000 00	\$18,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	10,165,000
Number carried per mile of main railway track operated, .	181,347
Number of round trips run,	26,152
Number of car miles run,	2,858,000
Average number of persons employed,	100

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	. . . 10	
Box passenger cars equipped for electric power,	. . . 86	
Total,	. . .	96
Open passenger cars equipped for electric power,	. . .	79
TOTAL PASSENGER CARS OF ALL KINDS,	. . .	175
Number of all above cars with 4 wheels,	. . . .	166
Number of all above cars with 8 wheels,	. . . .	9
Number of electric cars equipped with fenders,	. . . .	159
Snow ploughs,	. . . .	13
Barges and omnibuses,	. . . .	2
Carts and snow sleds,	. . . .	4
Other vehicles: 4 buggies, 4 sleighs, 4 wagons,	. . . .	12
Electric motors,	. . . .	824
Horses,	. . . .	7
Harnesses (double, 6; single, 2),	. . . .	8
Other items of equipment: 2 lathes, 1 wheel press, 1 field spool winder, 1 10 horse-power stationary motor, shaft- ing, pulleys and belts for same.		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	. . . . .	45.570 miles.
Length of second track,	. . . . .	10.720 "
Total length of main track owned,	. . . . .	56.290 "
Length of sidings, switches, etc.,	. . . . .	3.920 "
Total length, computed as single track,	. . . . .	60.210 "

System of electric motive power in use by the company: single trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Springfield, West Springfield, Chicopee and
Longmeadow.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz.:		
With New England Railroad at Boston Road,	2	1
With spur track of Chapman Valve Manufacturing Company at Indian Orchard, used once a day for freight only,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	-	9	-	16
Employees,	-	1	-	-	-	1
Other persons,	-	1	-	8	-	9
TOTALS,	-	9	-	17	-	26

STATEMENT OF EACH ACCIDENT.

October 19, 1895. — Letter carrier jumped on rapidly moving car; knee injured.

October 24. — Bicyclist ran in front of car; picked up on fender; bruised.

October 30. — Horse frightened at car; man thrown out and cut about the head.

November 18. — Man jumped from moving car; injured.

December 7. — Team struck by car swinging around curve; man sitting on nail keg thrown out; head and side injured.

December 11. — Team ran into side of car; man cut by broken glass.

December 16. — Motorman reversed to avoid collision; woman claimed injury.

December 26. — Man ran from sidewalk against moving car; injured.

December 29. — Horse, frightened at car, ran away; man and two women thrown out and injured.

January 6, 1896. — Lady stepped from moving car; arm injured.

February 2. — Lady stepped from moving car; ankle sprained.

March 24. — Car struck team; man thrown out and two ribs broken.

April 18. — Car ran off track on curve; passenger jumped and sprained ankle.

May 9. — Team drove in front of car; man thrown out and slightly injured.

May 24. — Woman jumped from moving car; injured.

May 24. — Horse frightened at car; man thrown out and broke his hip.

June 11. — Conductor struck in head by sticks protruding from wagon; knocked off car and injured.

June 22. — Man stepped from moving car; injured.

June 29. — Drunken man slipped and fell from moving car; cut off four fingers of left hand.

July 18. — Insulator from overhead wire fell and struck man on head; injured.

July 21. — Conductor started car while lady was getting off; thrown down and seriously injured.

August 4. — Woman riding bicycle, dress wound up in sprocket and threw her against moving car; seriously injured.

August 13. — Man stepped from moving car; slightly injured.

August 17. — Man jumped from moving car; knee injured.

August 19. — Man jumped from moving car; head injured.

September 1. — Woman stepped from moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
SPRINGFIELD STREET RAILWAY COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. A. E. Smith, *Treasurer and General Manager*, Springfield, Mass. L. E. Ladd, *Auditor*, Springfield, Mass. Gideon Wells, *Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. George M. Atwater, Springfield, Mass. Gideon Wells, Springfield, Mass. A. E. Smith, Springfield, Mass. Frederick Harris, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
G. M. ATWATER,
GIDEON WELLS,
FREDERICK HARRIS,
A. E. SMITH,
A. E. SMITH,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 16, 1896. Then personally appeared the above-named John Olmsted, G. M. Atwater, Gideon Wells, Frederick Harris and A. E. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JONATHAN BARNES,
Justice of the Peace.

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		\$85,000
Operating expenses,		5,000
GROSS INCOME ABOVE OPERATING EXPENSES,		\$80,000
Charges upon income accrued during the year:		
Interest on funded debt,	\$27,500 00	
Interest and discount on unfunded debts and loans,	2,401 08	
Taxes,	2,079 42	
Other deductions during the year: Sabbath		
Park, maintenance,	1,310 74	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		\$33,291 24
Surplus for year ending September 30, 1896,		\$46,708 76
Amount of surplus September 30, 1895,		19,000 00
Additions during the year: rebate on taxes 1895,		84 00
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$65,792 76

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$50,000
Receipts from tolls for use of tracks by other companies,	1,000
Receipts from rentals of buildings and other property,	1,000
Receipts from advertising in cars,	400
Other earnings from operation: miscellaneous income,	500
GROSS EARNINGS FROM OPERATION,	\$52,900

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$1,400
General office expenses and supplies,	400
Insurance,	2,000
Other general expenses: miscellaneous expense account,	1,000
Maintenance of roadway and buildings:	
Repair of roadbed and track,	4,400
Repair of electric line construction,	400
Removal of snow and ice,	200
Repair of buildings,	200

Maintenance of equipment :

Repair of cars and other vehicles,	\$4,686 43
Repair of electric equipment of cars,	1,992 72
Harness, horse-shoeing and veterinary care,	103 03

Transportation expenses :

Provender,	1,403 15
Cost of electric motive power,	9,181 70
Wages and compensation of persons employed in conducting transportation,	18,816 81
Damages for injuries to persons and property,	791 90
Rentals of buildings and other property,	238 09
Other transportation expenses : miscellaneous car account,	2,124 84

TOTAL OPERATING EXPENSES,	\$50,640 65
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PROPERTY ACCOUNTS.

Additions to railway,	\$449 60
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Additions to equipment :

Additional horses (2 in number),	\$72 10
Other additional equipment,	1,160 14

TOTAL ADDITIONS TO EQUIPMENT,	1,232 24
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Additions to land and buildings : additional equipment of power stations,	4,112 88
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Additions to other permanent property :

Sabbatia Park,	\$147 84
Office fixtures,	41 33

TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	189 17
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,983 89
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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.**ASSETS.****Dr.****Cost of railway :**

Roadbed and tracks,	\$518,812 40
Electric line construction, including poles, wiring, feeder lines, etc.,	88,991 26
Interest accrued during construction of railway,	24,500 00

TOTAL COST OF RAILWAY OWNED,	\$626,803 66
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Cost of equipment :

Cars and other rolling stock and vehicles,	\$53,574 94
Electric equipment of same,	51,010 23
Horses,	2,882 85
Other items of equipment,	4,535 62

TOTAL COST OF EQUIPMENT OWNED,	111,503 14
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Cost of land and buildings : electric power stations, including equipment,	137,957 48
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Other permanent property :

Sabbatia Park,	\$57,495 60
Office fixtures,	498 42

TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	57,994 02
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TOTAL PERMANENT INVESTMENTS,	\$934,258 30
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Cash and current assets :

Cash,	\$4,001 20
Bills and accounts receivable,	45,290 72

TOTAL CASH AND CURRENT ASSETS,

TOTAL,

LIABILITIES.**CR.**

Capital stock,	\$5
Funded debt,	5
Current liabilities: loans and bills payable,	5
Profit and Loss balance (surplus),	5

TOTAL,

CAPITAL STOCK.

Capital stock authorized by law,	\$350,000 00
Capital stock authorized by votes of company,	350,000 00
Capital stock issued and outstanding,	5
Number of shares issued and outstanding,	3,500
Number of stockholders,	27
Number of stockholders in Massachusetts,	7
Amount of stock held in Massachusetts,	\$39,300 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.
	Per Cent.		
Debenture bonds,	5	1914,	\$200,000 00
First mortgage bonds,	5	1915,	350,000 00
TOTALS,			\$550,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	
Number carried per mile of main railway track operated,	
Number of round trips run,	
Number of car miles run,	
Average number of persons employed,	

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	14
Box passenger cars equipped for electric power,	12
Total,	26
Open passenger cars equipped for horse power,	8
Open passenger cars equipped for electric power,	18
Total,	26
TOTAL PASSENGER CARS OF ALL KINDS,	52

Number of all above cars with 4 wheels,	52
Number of electric cars equipped with fenders,	30
Construction, repair and other work cars,	1
Snow ploughs,	8
Other rolling stock: 2 horse ploughs, 1 tower wagon.	
Carts and snow sleds: 3 double, 2 single.	
Other vehicles: 3 express wagons, 3 carriages, 1 leveller, 4 sleighs.	
Electric motors,	36
Horses,	14
Harnesses (double),	10
Other items of equipment: large lathe, tools, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	17.133 miles.
Total length of main track owned,	17 133 "
Length of sidings, switches, etc.,	1 263 "
Total length, computed as single track,	18.396 "

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: city of Taunton.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad Company, viz.:		
At Oak Street,	4	1
At Warren Street,	2	1
At Winthrop Street,	2	1
At Whittenton Street,	2	1
At Weir Street (2 crossings),	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	14	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

November 7, 1895. — Man thrown off a coal cart and injured, by reason of collision with an electric car.

July 19, 1896. — Woman and boy thrown from an electric car, by reason of collision with another car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,

No. 3 UNION BLOCK, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John N. Beckley, *President*, Rochester, N. Y. Sylvanus M. Thomas, *Treasurer, General Counsel and General Manager*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*, Taunton, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John N. Beckley, Rochester, N. Y. Ira L. Otis, Rochester, N. Y. Orville A. Barker, Taunton, Mass. Sylvanus M. Thomas, Taunton, Mass. George A. Washburn, Taunton, Mass. Henry F. Bassett, Taunton, Mass. George N. Elmes, Taunton, Mass. George Weldon, Rochester, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE A. WASHBURN,
ORVILLE A. BARKER,
GEORGE N. ELMES,
SYLVANUS M. THOMAS,
HENRY F. BASSETT,

Directors
SYLVANUS M. THOMAS.

Treasurer
GEORGE F. SEIBEL,
Superintendent

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 3, 1896. Then personally appeared the above-named George A. Washburn, Orville A. Barker, George N. Elmes, Sylvanus M. Thomas and Henry F. Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. WOODWARD,
Justice of the Peace

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$224,144 30
Operating expenses,	137,648 79
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$86,495 51
Charges upon income accrued during the year:	
Interest on funded debt,	\$17,500 00
Interest and discount on unfunded debts and loans,	8,199 06
Taxes,	4,736 21
Other deductions from income: base ball stock,	100 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	30,535 27
NET DIVISIBLE INCOME,	\$55,960 24
Dividends declared (8 per cent),	28,000 00
Surplus for year ending September 30, 1896,	\$27,960 24
Amount of surplus September 30, 1895,	69,910 91
	\$97,871 15
Deductions during the year: cars, \$6,000; registers, \$1,500; snow ploughs, \$800; horses, \$300; tools and machinery, \$350; office fittings, \$484.74; construction, \$3,000; electric line construction, \$5,000; electric equipment of cars, \$3,000.	
TOTAL DEDUCTIONS,	20,434 74
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$77,436 41
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$205,595 95
Receipts from tolls for use of tracks by other companies, . .	17,713 64
Receipts from rentals of buildings and other property, . .	330 37
Receipts from sales of manure,	268 59
Receipts from advertising in cars,	210 00
Other earnings from operation: miscellaneous receipts, . .	25 75
GROSS EARNINGS FROM OPERATION,	\$224,144 30

EXPENSES OF OPERATION.

General expenses :					
Salaries of general officers and clerks,	.	.	.	.	\$4 .
General office expenses and supplies,	.	.	.	.
Legal expenses,	.	.	.	.
Insurance,	.	.	.	.	15 .
Other general expenses,	.	.	.	.	2 .
Maintenance of roadway and buildings :					
Repair of roadbed and track,	.	.	.	.	1 .
Repair of electric line construction,	.	.	.	.	2 .
Removal of snow and ice,	.	.	.	.
Repair of buildings,	.	.	.	.	5 .
Maintenance of equipment :					
Repair of cars and other vehicles,	.	.	.	.	4 .
Repair of electric equipment of cars,	.	.	.	.	2 .
Harness, horse-shoeing and veterinary care,	.	.	.	.
Transportation expenses :					
Provender,	.	.	.	.	5 .
Cost of electric motive power,	.	.	.	.	15 .
Wages and compensation of persons employed in conducting transportation,	.	.	.	.	6 .
Damages for injuries to persons and property,	.	.	.	.
Other transportation expenses : supplies,	.	.	.	.
TOTAL OPERATING EXPENSES,					\$187 .

PROPERTY ACCOUNTS.

Additions to equipment :					
Electric equipment of cars, etc.,	.	.	.	.	\$389 31
Additional rolling stock and vehicles,	.	.	.	.	1,776 20
TOTAL ADDITIONS TO EQUIPMENT,					
Additions to land and buildings: additional equipment of power stations,					
Additions to other permanent property :					
Construction, track reconstructed and paved,	.	.	.	.	\$51,848 74
Cars,	.	.	.	.	2,660 12
Buildings,	.	.	.	.	3,169 53
Electric line construction,	.	.	.	.	1,267 06
Tools and machinery, \$80; registers, \$119,	.	.	.	.	199 00
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,					
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,					
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :					
Land,	.	.	.	.	\$2,006 80
Registers,	.	.	.	.	1,500 00
Cars and snow ploughs,	.	.	.	.	6,800 00
Horses,	.	.	.	.	800 00
Tools and machinery,	.	.	.	.	850 00
Office fittings,	.	.	.	.	484 74
Construction,	.	.	.	.	3,000 00
Electric line construction,	.	.	.	.	5,000 00
Electric equipment of cars,	.	.	.	.	3,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,					
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,					

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.			
ASSETS.		DR.	
Cost of railway :			
Roadbed and tracks,	\$464,543 81		
Electric line construction, including poles, wiring, feeder lines, etc.,	64,065 96		
TOTAL COST OF RAILWAY OWNED,			\$528,609 77
Cost of equipment :			
Cars and other rolling stock and vehicles,	\$122,028 02		
Electric equipment of same,	70,028 13		
Horses,	300 00		
Other items of equipment,	2,830 34		
TOTAL COST OF EQUIPMENT OWNED,			195,186 49
Cost of land and buildings :			
Land necessary for operation of railway,	\$53,027 98		
Electric power stations, including equipment,	81,898 34		
Buildings necessary for operation of railway,	62,973 29		
TOTAL COST OF LAND AND BUILDINGS OWNED,			197,899 61
TOTAL PERMANENT INVESTMENTS,			\$921,695 87
Cash and current assets :			
Cash,	\$18,474 62		
Bills and accounts receivable,	600 68		
Other cash and current assets: insurance premium prepaid,	2,800 00		
TOTAL CASH AND CURRENT ASSETS,			21,875 30
Miscellaneous assets: materials and supplies,			8,000 00
TOTAL,			\$946,571 17
LIABILITIES.		CR.	
Capital stock,			\$350,000 00
Funded debt,			350,000 00
Current liabilities: loans and bills payable,			169,134 76
Profit and Loss balance (surplus),			77,436 41
TOTAL,			\$946,571 17
CAPITAL STOCK.			
Capital stock authorized by law,	\$350,000 00		
Capital stock authorized by votes of company,	350,000 00		
Capital stock issued and outstanding,			\$350,000 00
Number of shares issued and outstanding,	3,500		
Number of stockholders,	53		
Number of stockholders in Massachusetts,	40		
Amount of stock held in Massachusetts,	\$291,600 00		

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Per Cent.
	Per Cent.			
First mortgage bonds,	5	July 2, 1904,	\$750,000 00	5
Consolidated mortgage bonds,	5	July 2, 1914,	250,000 00	5
TOTALS,			\$1,000,000 00	5

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	5
Number carried per mile of main railway track operated,	1
Number of round trips run,	1
Number of car miles run,	1
Average number of persons employed,	1

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	1
Box passenger cars equipped for electric power,	1
Total,	2
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of electric cars equipped with fenders,	7
Construction, repair and other work cars,	2
Snow ploughs,	3
Carts and snow sleds,	12
Other vehicles (3 tower wagons, 2 express wagons, 2 buggies, 1 sleigh),	8
Electric motors,	11
Horses,	1
Harnesses (double, 8; single, 7),	15

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	15.436	14
Length of second track, . . . . .	.835	
TOTAL LENGTH OF MAIN TRACK,	16.271	14
Length of sidings, switches, etc.,	2.163	2
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	18.434	16

System of electric motive power in use by the company : single trolley; General Electric Company's equipment of cars.

Names of the several cities and towns in which the railways operated by the company are located : New Bedford and Fairhaven.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, Weld Street, New Bedford,	3	1
With New York, New Haven & Hartford Railroad, foot of Middle Street, New Bedford,	2	1
With New York, New Haven & Hartford Railroad, Main Street, Fairhaven,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	-	10	-	20
Employees,	-	-	-	-	-	-
Other persons,	-	10	1	6	1	16
TOTALS,	-	20	1	16	1	36

STATEMENT OF EACH ACCIDENT.

- October 19, 1895. — Car collided with wagon, damaging wagon and injuring driver.
- October 24. — Child ran across street in front of car; struck and killed.
- October 29. — Woman stepped off car while in motion; side injured.
- November 1. — Woman stood up as car was started, fell and injured her spine.
- November 24. — Horse took fright at passing car; ran away, smashing wagon and injuring driver.
- December 28. — Child struck by car; leg broken.
- January 1, 1896. — Man thrown off car while going around curve; slightly bruised.
- January 10. — Team struck by car, smashing team and slightly injuring driver.
- March 2. — Man got on moving car; was thrown and slightly injured.
- April 18. — Intoxicated man attempted to board moving car; was thrown and head injured.
- April 18. — Coal wagon drove across front of car; was struck and driver injured.
- April 18. — Man got off moving car; shoulder injured.
- May 24. — Man shoved off car by crowd; slightly injured.
- May 29. — Man got off moving car; head cut.
- June 8. — Woman was getting on car; car started, spraining her foot.

June 13. — Woman got her ring caught while getting off car; cut her finger.

June 18. — Team trying to pass between car; slewed wagon around, injuring driver.

June 27. — Man fell in front of car; had ankle sprained.

June 27. — Man standing on running board; struck on leg by passing team.

July 2. — Woman jumped off moving car; fell and cut her head severely.

July 16. — Team drove in front of moving car; was upset and two men injured.

July 20. — Man jumped off moving car; bruised.

July 21. — Horse took fright at car; ran away, injuring man and woman.

July 24. — Drunken man got off moving car; slight injuries.

August 1. — Man got off moving car; slight injury.

August 8. — Child crossed in front of moving car; picked up by fender.

August 12. — Woman crossed in front of moving car; picked up by fender.

August 19. — Woman got off moving car; side hurt.

August 24. — Child struck and head cut.

September 1. — Fare register fell on man's head; head cut.

September 4. — Woman got off moving car; slightly injured.

September 27. — Woman claimed to have caught her hand while getting off car; hand injured.

September 29. — Horse ran away, struck car; upset and injured boy.

September 29. — Horse took fright at car, bolted into post; driver injured.

September 30. — Man jumped off moving car; shoulder hurt.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,

No. 7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Frank S. Stevens, *Vice-President*, Swansea, Mass. Chas. F. Shaw, *Treasurer and Clerk of Corporation*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Walter Clifford, *General Counsel*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lot B. Bates, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. J. A. Beauvais, New Bedford, Mass. Walter P. Winsor, Fairhaven, Mass. Henry H. Crapo, New Bedford, Mass. Frank S. Stevens, Swansea, Mass. Frank W. Brightman, Fall River, Mass. Thos. M. Waller, New London, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
FRANK W. BRIGHTMAN,
F. S. STEVENS,
E. S. BROWN,
J. A. BEAUVAIS,
W. P. WINSOR,
LOT B. BATES,

Directors.

CHARLES F. SHAW,

Treasurer.

E. E. POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1896. Then personally appeared the above-named Henry H. Crapo, Frank W. Brightman, F. S. Stevens, E. S. Brown, W. P. Winsor, Lot B. Bates, J. A. Beauvais, Chas. F. Shaw and E. E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. R. PHILLIPS,

Justice of the Peace.

REPORT

OF THE

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$58,212 57
Operating expenses,		36,510 57
GROSS INCOME ABOVE OPERATING EXPENSES,		\$21,701 00
Charges upon income accrued during the year:		
Interest on funded debt,	\$7,500 00	
Interest and discount on unfunded debts and loans,	1,424 60	
Taxes,	2,567 54	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		11,492 14
NET DIVISIBLE INCOME,		\$10,208 86
Dividends declared (6 per cent),		9,000 00
Surplus for year ending September 30, 1896,		\$1,208 86
Amount of surplus September 30, 1895,		6,142 57
		\$7,425 43
Deductions during the year:		
Discount and commission on \$98,000 bonds sold during year,	\$4,900 00	
Accrued interest October 1, 1895, which should have been deducted at that time,	625 00	
TOTAL DEDUCTIONS,		5,525 00
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$1,877 86
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		\$57,540 00
Receipts from tolls for use of tracks by other companies,		521 00
Receipts from advertising in cars,		150 00
GROSS EARNINGS FROM OPERATION,		\$58,211 00

EXPENSES OF OPERATION.

General expenses :		
Salaries of general officers and clerks,		\$3,564 15
General office expenses and supplies,		1,750 24
Insurance,		1,234 78
Maintenance of roadway and buildings :		
Repair of roadbed and track,		2,127 49
Repair of electric line construction,		358 96
Removal of snow and ice,		505 31
Repair of buildings,		29 42
Maintenance of equipment :		
Repair of cars and other vehicles,		984 08
Repair of electric equipment of cars,		2,464 95
Transportation expenses :		
Cost of electric motive power,		4,792 23
Wages and compensation of persons employed in conducting transportation,		15,582 53
Damages for injuries to persons and property,		788 89
Tolls for trackage rights over other railways,		1,062 66
Other transportation expenses: oil, waste, amusements, lamp chimneys, trolley wheels, brushes, etc.,		1,264 76
TOTAL OPERATING EXPENSES,		\$36,510 40

PROPERTY ACCOUNTS.

Additions to railway :		
Extra paving, also new special work and extension of railway and track (length, 500 feet),	\$4,682 08	
New electric line construction,	275 46	
TOTAL ADDITIONS TO RAILWAY,		\$4,957 54
Additions to equipment :		
Additional cars (2 in number), with double trucks,	\$2,576 80	
Electric equipment,	721 32	
Other additional equipment,	1,887 08	
TOTAL ADDITIONS TO EQUIPMENT,		5,185 20
Additions to land and buildings :		
Additional equipment of power stations,	\$2,708 88	
New buildings necessary for operation of railway,	1,089 47	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		3,798 30
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$13,941 04
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: sold one 50-passenger open car with truck,		800 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$13,141 04

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.			
ASSETS.		Dr.	
Cost of railway:			
Roadbed and tracks,	\$148,936 63		
Electric line construction, including poles, wiring, feeder lines, etc.,	86,591 70		
Salaries, engineering and other expenses incident to construction,	8,675 29		
TOTAL COST OF RAILWAY OWNED,			\$189,203 62
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$22,883 59		
Electric equipment of same,	87,611 79		
Other items of equipment,	6,657 29		
TOTAL COST OF EQUIPMENT OWNED,			67,152 67
Cost of land and buildings:			
Land necessary for operation of railway,	\$2,000 00		
Electric power stations, including equipment,	63,044 88		
Other buildings necessary for operation of railway,	14,784 80		
TOTAL COST OF LAND AND BUILDINGS OWNED,			79,829 68
TOTAL PERMANENT INVESTMENTS,			\$336,185 97
Cash and current assets:			
Cash,	\$276 10		
Bills and accounts receivable,	9,897 96		
Other cash and current assets:			
Interest paid but not due,	300 00		
Unexpired insurance,	1,500 00		
TOTAL CASH AND CURRENT ASSETS,			11,974 06
Miscellaneous assets: materials and supplies,			2 50
TOTAL,			\$350,162 53
LIABILITIES.		Cr.	
Capital stock,			\$150,000 00
Funded debt,			150,000 00
Current liabilities: loans and bills payable,			47,893 62
Accrued liabilities: interest accrued and not yet due,			85 00
Profit and Loss balance (surplus),			1,373 91
TOTAL,			\$350,162 53
CAPITAL STOCK.			
Capital stock authorized by law,	\$250,000 00		
Capital stock authorized by votes of company,	150,000 00		
Capital stock issued and outstanding,			\$150,000 00
Number of shares issued and outstanding,	1,500		
Number of stockholders,	16		
Number of stockholders in Massachusetts,	14		
Amount of stock held in Massachusetts,	\$146,500 00		

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
First mortgage gold bonds, . .	5	March 1, 1905,	\$150,000 00	\$7,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year, . . .	1,309,421
Number carried per mile of main railway track operated, .	85,583
Number of round trips run,	30,226
Number of car miles run,	335,780
Average number of persons employed,	30

EQUIPMENT OWNED.

Box passenger cars equipped for electric power, . . .	8
Open passenger cars equipped for electric power, . . .	12
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . .	20
Number of all above cars with 4 wheels, . . .	18
Number of all above cars with 8 wheels, . . .	2
Number of electric cars equipped with fenders, . .	20
Construction, repair and other work cars, . . .	1
Snow ploughs,	3
Carts and snow sleds,	2
Other vehicles: 2 wagons.	
Electric motors,	80
Horses,	2
Harnesses (double, 1; single, 1),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	14.700	.600	15.300
Total length of main track owned, etc.,	14.700	.600	15.300
Length of sidings, switches, etc., . . . . .	.720	-	.720
	<hr/>	<hr/>	<hr/>
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, .	15.420	.600	16.020

System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Wakefield, Reading, Stoneham, Saugus and Melrose.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Boston & Maine Railroad, Farm Hill Station, Stoneham, .	1	1
With Boston & Maine Railroad, Reading,	2	1
With Boston & Maine Railroad, Albion Street, Wakefield,	2	1
With Boston & Maine Railroad, Water Street, Wakefield,	2	1
With Boston & Maine Railroad, Main Street, Wakefield,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	9	5

Number of above crossings at which *frogs* are inserted in the tracks, . . .

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	9	-	-	-	9
Employees,	-	2	-	-	-	2
Other persons,	-	5	-	-	-	5
TOTALS,	-	16	-	-	-	16

STATEMENT OF EACH ACCIDENT.

May 30, 1896. — Passenger knocked off running board by post; slightly injured.

May 31. — Two passengers knocked off running board, but neither badly injured.

May 31. — Passenger fell from moving car and was slightly injured.

June 21. — Car struck a milk team, knocking down a woman who was standing beside the team, injuring her slightly.

July 11. — Car struck team, slightly injuring driver.

July 19. — Car jumped track; three passengers shaken up.

July 26. — Two cars collided; one passenger badly shaken up and another man cut in several places.

August 5. — Motor dropped from car, shaking up two passengers.

August 31. — Car struck ice wagon, slightly injuring driver.

September 3. — Man fell from moving car; slightly injured.

September 9. — Conductor slipped from moving car and was quite badly shaken up.

September 29. — Car struck wagon, injuring driver.

September 30. — Car struck wagon, injuring driver.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,
58 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Woodward, *President*, Wakefield, Mass. Jas. F. Shaw, *Vice-President, Treasurer and General Manager*, Newburyport, Mass. E. M. Southworth, *Clerk of Corporation*, Wakefield, Mass. Chas. F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. P. Shaw, Newburyport, Mass. Geo. A. Butman, Malden, Mass. Jas. F. Shaw, Newburyport, Mass. Chas. F. Woodward, Wakefield, Mass. Ezra M. Southworth, Wakefield, Mass. D. G. Walton, Wakefield, Mass. J. Wallace Grace, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
JAS. F. SHAW,
GEO. A. BUTMAN,
E. P. SHAW,
JAS. F. SHAW,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1896. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and E. P. Shaw, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT
OF THE
WARREN, BROOKFIELD & SPENCER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation June 28, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$15,487 95
Operating expenses,	7,075 77
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,412 18
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$994 65
Taxes,	877 84
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,371 99
NET DIVISIBLE INCOME,	\$7,040 19
Dividends declared (4 per cent),	6,000 00
Surplus for year ending September 30, 1896,	\$1,040 19
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,040 19
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$15,487 95
GROSS EARNINGS FROM OPERATION,	\$15,487 95
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$459 25
General office expenses and supplies,	486 62
Insurance,	277 49
Maintenance of roadway and buildings :	
Repair of roadbed and track,	4 55
Repair of electric line construction,	2 51
Maintenance of equipment :	
Repair of cars and other vehicles,	165 02
Repair of electric equipment of cars,	190 56

Transportation expenses :	
Cost of electric motive power,	\$2,209 65
Wages and compensation of persons employed in conducting transportation,	8,028 85
Damages for injuries to persons and property,	75 00
Other transportation expenses: oil, waste, chimneys, car lamps, amusements, etc.,	181 27
TOTAL OPERATING EXPENSES,	\$7,075 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$181,007 85	
Electric line construction, including poles, wiring, feeder lines, etc.,	30,180 46	
Salaries, engineering and other expenses incident to construction,	2,750 08	
TOTAL COST OF RAILWAY OWNED,		\$168,987 89
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$12,819 52	
Electric equipment of same,	9,028 00	
Other items of equipment,	1,231 79	
TOTAL COST OF EQUIPMENT OWNED,		23,079 31
Cost of land and buildings :		
Land necessary for operation of railway,	\$1,279 55	
Electric power stations, including equipment,	30,336 79	
Other buildings necessary for operation of railway,	8,086 77	
TOTAL COST OF LAND AND BUILDINGS OWNED,		39,703 11
TOTAL PERMANENT INVESTMENTS,		\$226,720 31
Cash and current assets :		
Cash,	\$334 96	
Bills and accounts receivable,	139 75	
Other cash and current assets: interest paid but not due,	200 00	
TOTAL CASH AND CURRENT ASSETS,		674 71
Miscellaneous assets: materials and supplies,		800 00
TOTAL,		\$227,695 02
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Current liabilities: loans and bills payable,		76,654 88
Profit and Loss balance (surplus),		1,040 19
TOTAL,		\$227,695 02

CAPITAL STOCK.			
Capital stock authorized by law,	.	.	\$150,000 00
Capital stock authorized by votes of company,	.	.	150,000 00
Capital stock issued and outstanding,	.	.	\$150 ..
Number of shares issued and outstanding,	.	.	1,500
Number of stockholders,	.	.	12
Number of stockholders in Massachusetts,	.	.	12
Amount of stock held in Massachusetts,	.	.	\$150,000 00

VOLUME OF TRAFFIC, ETC.			
Number of passengers carried during the year,	.	.	3 ..
Number carried per mile of main railway track operated,	.	.	2 ..
Number of round trips run,	.	.	2 ..
Number of car miles run,	.	.	...
Average number of persons employed,	.	.	:
Commenced operation June 26, 1896.			

EQUIPMENT OWNED.			
Box passenger cars equipped for electric power,	.	.	5
Open passenger cars equipped for electric power,	.	.	6
TOTAL PASSENGER CARS OF ALL KINDS,			11
Number of all above cars with 4 wheels,	.	.	11
Number of electric cars equipped with fenders,	.	.	11
Other vehicles: 1 tower wagon.			
Electric motors,	.	.	22

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).			
Length of railway line,	.	.	12.85 ..
Total length of main track owned,	.	.	12.85 ..
Length of sidings, switches, etc.,	.	.	.26 ..
Total length, computed as single track,	.	.	13.09 ..

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated
company are located: Warren, Brookfield, Spencer and West F.
field.

MISCELLANEOUS.			
GRADE CROSSINGS WITH RAILROADS.			NUMBER OF TR AT CROSSINGS
			Railroad.
Crossings of company's railway with railroads at grade (1 in number), viz.:			
With North Brookfield Railroad near East Brookfield Station,			1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	3	-	5
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	3	-	5

STATEMENT OF EACH ACCIDENT.

July 4, 1896. — Intoxicated man staggered into car ; not seriously injured.
July 18. — Woman jumped from moving car, bruising one eye slightly.
August 9. — Man lost his hold of car while on running board and fell off ;
suffered slight nose bleed ; no other injury.
September 4. — Car jumped track ; man sprained his thumb, presumably by
jumping from car, and another man sprained his leg.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,
BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

N. Sumner Myrick, *President*, Boston, Mass. Geo. A. Butman, *Treasurer*
and Clerk of Corporation, Malden, Mass. C. A. Jefts, *Superintendent*, Brook-
field, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

N. Sumner Myrick, Boston, Mass. E. R. McPherson, Cambridgeport, Mass.
C. A. Richardson, Worcester, Mass. I. L. Currier, Worcester, Mass. J. G.
Young, Jr., Milton, Mass. Charles E. Barnes, Plymouth, Mass. W. B.
Ferguson, Malden, Mass. Wesley L. Kendall, Worcester, Mass. Robert
Redford, Lawrence, Mass. A. B. Bruce, Lawrence, Mass. A. W. Newell,
Boston, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

N. SUMNER MYRICK,
J. GRANVILLE YOUNG, JR.,
ALEXANDER B. BRUCE,
CHARLES E. BARNES,
W. B. FERGUSON,
E. R. MCPHERSON,
ROBT. REDFORD,

GEO. A. BUTMAN,

Directors.

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1896. Then personally appeared the above named N. Sumner Myrick, J. Granville Young, Jr., Alexander B. Bruce, C. E. Barnes, W. B. Ferguson, E. R. McPherson and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1896. Then personally appeared the above named Robert Redford, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

EDWARD H. LOUNSBURY,
Justice of the Peace

REPORT

OF THE

WELLESLEY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	\$11,059 89
Operating expenses,	8,290 87
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,769 02
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	140 42
NET DIVISIBLE INCOME,	\$2,628 60
Dividends declared (6 per cent),	2,400 00
Surplus for year ending September 30, 1896,	\$228 60
Amount of surplus September 30, 1895,	1,697 92
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$1,926 52

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$10,890 89
Receipts from advertising in cars,	55 00
Receipts from interest on deposits,	21 50
Other earnings from operation: sale of old material,	93 00
GROSS EARNINGS FROM OPERATION,	\$11,059 89

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$275 00
General office expenses and supplies,	54 24
Insurance,	492 77
Other general expenses, including directors' fees, etc.,	255 58
Maintenance of roadway and buildings:	
Repair of roadbed and track,	67 22
Repair of electric line construction,	107 48
Removal of snow and ice,	279 70
Maintenance of equipment:	
Repair of cars and other vehicles,	320 89
Repair of electric equipment of cars,	128 26

Transportation expenses :	
Cost of electric motive power,	\$2,294 4
Wages and compensation of persons employed in conduct- ing transportation,	3,732 4
Rentals of buildings and other property,	250 0
Other transportation expenses: oil, grease, fuel and lamps,	25 0
TOTAL OPERATING EXPENSES,	\$6,301 2

PROPERTY ACCOUNTS.	
Additions to railway :	
Construction expenses of railway and tracks,	\$7,275 88
Electric line construction expenses,	1,043 16
TOTAL ADDITIONS TO RAILWAY,	\$8,319 04
Additions to equipment :	
Additional cars,	\$50 00
Electric equipment of same,	256 37
TOTAL ADDITIONS TO EQUIPMENT,	306 37
Additions to land and buildings: new buildings necessary for operation of railway,	16 00
Additions to other permanent property :	
Office furniture,	\$21 75
Salaries, engineering and other expenses in- cident to construction,	867 50
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	\$890 25
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$9,115 66

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.	
ASSETS.	
Dr.	
Cost of railway :	
Roadbed and tracks,	\$31,139 46
Electric line construction, including poles, wiring, feeder lines, etc.,	4,832 71
Salaries, engineering and other expenses inci- dent to construction,	1,087 21
TOTAL COST OF RAILWAY OWNED,	\$37,059 38
Cost of equipment :	
Cars and other rolling stock and vehicles,	\$3,230 00
Electric equipment of same,	3,153 02
Horses,	118 00
TOTAL COST OF EQUIPMENT OWNED,	6,501 02
Cost of land and buildings: buildings necessary for operation of railway,	16 00
Other permanent property: office furniture,	21 75
TOTAL PERMANENT INVESTMENTS,	\$43,597 15
Cash and current assets :	
Cash,	\$714 11
Bills and accounts receivable,	30 26
TOTAL CASH AND CURRENT ASSETS,	744 37
TOTAL,	\$44,341 52

LIABILITIES.						CR.	
Capital stock,	\$40,000 00
Current liabilities: loans and bills payable,	2,500 00
Profit and Loss balance (surplus),	1,926 52
TOTAL,						.	\$44,426 52

CAPITAL STOCK.							
Capital stock authorized by law,	.	.	.	.	.	\$40,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	40,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	\$40,000 00
Number of shares issued and outstanding,	.	.	.	.	.	400	
Number of stockholders,	.	.	.	.	.	18	
Number of stockholders in Massachusetts,	.	.	.	.	.	18	
Amount of stock held in Massachusetts,	.	.	.	.	.	\$40,000 00	

VOLUME OF TRAFFIC, ETC.							
Number of passengers carried during the year,	.	.	.	.	.	.	221,415
Number carried per mile of main railway track operated,	.	.	.	.	.	.	95,437
Number of round trips run,	.	.	.	.	.	.	16,884
Number of car miles run,	.	.	.	.	.	.	75,274
Average number of persons employed,	.	.	.	.	.	.	6

EQUIPMENT OWNED.							
Box passenger cars equipped for electric power,	.	.	.	.	.	.	2
Open passenger cars equipped for electric power,	.	.	.	.	.	.	2
TOTAL PASSENGER CARS OF ALL KINDS,						.	4
Number of all above cars with 4 wheels,	.	.	.	.	.	.	4
Number of electric cars equipped with fenders,	.	.	.	.	.	.	4
Other vehicles: 1 wagon.						.	
Electric motors,	.	.	.	.	.	.	4
Horses,	.	.	.	.	.	.	1
Harnesses (single),	.	.	.	.	.	.	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).							
Length of railway line,	.	.	.	.	.	.	2.820 miles.
Total length of main track owned,	.	.	.	.	.	.	2.320 "
Length of sidings, switches, etc.,	.	.	.	.	.	.	.020 "
Total length, computed as single track,	.	.	.	.	.	.	2.840 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Newton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WELLESLEY & BOSTON STREET RAILWAY COMPANY.
 NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Parker, *President and General Manager*, 110 Federal Street, Boston, Mass. J. W. French, *Vice-President*, Room 650, Tremont Building, Boston, Mass. J. L. Richards, *Treasurer*, 276 State Street, Boston, Mass. E. L. Sears, *Clerk of Corporation*, 125 Milk Street, Boston, Mass. S. L. Potter, *General Counsel*, 125 Milk Street, Boston, Mass. L. H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. B. Parker, Newtonville, Mass. J. W. French, Newton, Mass. A. R. Mitchell, Newtonville, Mass. W. F. Hammett, Newton, Mass. G. W. Hammett, Newtonville, Mass. G. Fred Simpson, Newton, Mass. J. L. Richards, Newtonville, Mass. Frederick Johnson, Auburndale, Mass.

We hereby certify that the statements contained in the foregoing are full, just and true.

HORACE B. PARKER,
 JAMES W. FRENCH,
 AUSTIN R. MITCHELL,
 WILLIAM F. HAMMETT,
 J. L. RICHARDS,
 G. FRED SIMPSON,

J. L. RICHARDS, *Director*

LEWELLYN H. McLAIN, *Treasurer*

LEWELLYN H. McLAIN, *Superintendent*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 23, 1896. Then personally appeared the above named Horace B. Parker, James W. French, Austin R. Mitchell, William F. Hammett, J. L. Richards, G. Fred Simpson, and on October 24 Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK A. HOUSTON,
Justice of the Peace

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$8,341,958 29
Operating expenses,	6,384,619 14
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,007,339 15
Charges upon income accrued during the year:	
Interest on funded debt,	\$414,998 46
Interest and discount on unfunded debts and loans,	23,752 12
Taxes,	848,897 51
Rentals of leased railways: Somerville Horse Railroad Company,	11,952 36
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	794,600 45
NET DIVISIBLE INCOME,	\$1,212,738 70
Dividends declared:	
Seven per cent on common stock,	\$635,950 00
Eight per cent on preferred stock,	512,000 00
TOTAL DIVIDENDS DECLARED,	1,147,950 00
Surplus for the year ending September 30, 1896,	\$64,788 70
Amount of surplus September 30, 1895,	70,051 98
Additions during the year: dividend from Maverick National Bank,	1,262 20
	\$136,102 83
Deductions during the year:	
Discount on bonds sold,	\$28,419 05
Book value of track taken up,	66,470 91
Loss on real estate sold or destroyed,	29,791 00
Premium on Cambridge Railroad bonds redeemed,	1,500 00
TOTAL DEDUCTIONS,	126,180 96
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$9,921 87

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$8,198,914 55
Receipts from carriage of mails and parcels,	15,425 81
Receipts from tolls for use of tracks by other companies,	32,454 41
Receipts from rentals of buildings and other property,	34,267 12
Receipts from sales of manure,	713 98
Receipts from advertising in cars,	52,084 01
Receipts from interest on deposit,	7,455 55
Other earnings from operation: miscellaneous,	665 00
GROSS EARNINGS FROM OPERATION,	\$8,341,955 39

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks,	\$139,063 75
General office expenses and supplies,	71,121 12
Legal expenses,	108,394 11
Insurance,	73,520 75
Other general expenses:	
Inspectors' services and expenses,	19,448 40
Subscriptions and gratuities, \$2,781.40; miscellaneous, \$22,053.98,	24,835 38

Maintenance of roadway and buildings:

Repair of roadbed and track,	938,745 75
Repair of electric line construction,	201,171 75
Removal of snow and ice,	38,745 75
Repair of buildings,	98,222 80

Maintenance of equipment:

Repair of cars and other vehicles,	716,134 40
Repair of electric equipment of cars,	184,432 40
Renewal of horses,	17,577 00
Harness, horse-shoeing and veterinary care,	16,715 50

Transportation expenses:

Provender,	36,575 00
Cost of electric motive power,	715,752 00
Wages and compensation of persons employed in conducting transportation,	2,421,442 00
Damages for injuries to persons and property,	320,000 00
Tolls for trackage rights over other railways,	3,125 00
Rentals of buildings and other property,	30,250 00
Other transportation expenses:	
Cleaning and oiling tracks, \$29,803.54; fuel, lights, water, etc., \$93,572.74,	123,376 28
Electric lamps, oil, etc., for cars, \$13,504.35; miscellaneous supplies and expenses, \$22,177.21,	35,681 56

TOTAL OPERATING EXPENSES,	\$6,334,614 00
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PROPERTY ACCOUNTS.

Additions to railway:

Extension of railway and tracks (length, 132,071 feet),	\$387,148 73
New electric line construction (length, 163,210 feet),	215,987 65

TOTAL ADDITIONS TO RAILWAY,	\$603,136 38
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Additions to equipment:		
Additional cars (389 in number),	\$413,178 64	
Electric equipment of same,	212,620 22	
Other additional rolling stock and vehicles,	118,911 74	
TOTAL ADDITIONS TO EQUIPMENT,		\$744,710 60
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$24,066 60	
New electric power stations, including machinery, etc.,	303,514 89	
Other new buildings necessary for operation of railway,	331,377 08	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		658,958 57
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,006,805 55
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:		
Book value of 4.097 miles of track taken up and written off,	\$66,470 91	
Cars, motors and trucks sold, destroyed or transferred,	410,151 10	
Decrease of 309 horses on hand,	23,175 00	
Land and buildings sold during the year,	69,280 28	
Buildings destroyed and written off,	41,989 61	
Machinery, tools, harness and miscellaneous equipment sold, destroyed and depreciation written off,	86,977 46	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		698,044 36
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$1,308,761 19

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$6,097,858 61	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,836,895 93	
Salaries, engineering and other expenses incident to construction,	175,712 54	
TOTAL COST OF RAILWAY OWNED,		\$8,110,467 08
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,407,866 03	
Electric equipment of same,	2,388,276 22	
Horses,	41,100 00	
Other items of equipment,	283,690 60	
TOTAL COST OF EQUIPMENT OWNED,		6,120,932 85

Cost of land and buildings :

Land necessary for operation of railway, .	\$3,278,021 74
Electric power stations, including equipment, .	3,579,830 20
Buildings necessary for operation of railway, .	3,144,766 72

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . \$10,002,618

TOTAL PERMANENT INVESTMENTS, . . . \$24,234,000

Cash and current assets :

Cash,	\$610,360 85
Bills and accounts receivable,	416,964 05
Other cash and current assets : insurance, .	31,266 67

TOTAL CASH AND CURRENT ASSETS, . . . 1,058,591 57

Miscellaneous assets : materials and supplies, . \$540,225 77

Other assets and property :

Stock and bonds, \$41,400; furniture and fixtures, \$5,578.24,	46,978 24
Malden & Melrose Railroad Co., \$214,519.83; Somerville Horse Railroad Co., \$301,293.98,	515,813 81

TOTAL MISCELLANEOUS ASSETS, . . . 1,103,017 25

TOTAL, . . . \$26,335,627 82

LIABILITIES.**CR.****Capital stock :**

Common,	\$9,085,000 00
Preferred,	6,400,000 00

TOTAL CAPITAL STOCK, . . . \$15,485,000 00

Funded debt, . . . 9,005,000 00

Current liabilities :

Loans and bills payable,	\$600,000 00
Salaries and wages,	81,883 98
Dividends not called for,	5,594 25
Matured interest coupons unpaid (including coupons due October 1),	29,800 00
Miscellaneous current liabilities :	
Outstanding tickets and checks,	16,373 40
Current bills,	201,050 24

TOTAL CURRENT LIABILITIES, . . . 934,701 57

Accrued liabilities :

Interest accrued and not yet due,	\$124,541 67
Taxes accrued and not yet due,	338,996 00
Rentals accrued and not yet due,	3,825 00
Miscellaneous accrued liabilities :	
Accrued dividends on preferred stock,	128,000 00
Common dividends to be paid October 1,	317,975 00

TOTAL ACCRUED LIABILITIES, . . . 913,337 67

Sinking and other special funds : insurance sinking fund, . 47,000 00
Profit and Loss balance (surplus), . . . 4,931 15

TOTAL, . . . \$26,335,627 82

CAPITAL STOCK.

Capital stock authorized by law, common,	. \$10,000,000 00	
Capital stock authorized by law, preferred,	. 6,400,000 00	
Total amount authorized by law,	. \$16,400,000 00	
Capital stock authorized by votes of company, common,	. \$10,000,000 00	
Capital stock authorized by votes of company, preferred,	. 6,400,000 00	
Total amount authorized by vote,	. \$16,400,000 00	
Capital stock issued and outstanding, common,	. . .	\$9,085,000 00
Capital stock issued and outstanding, preferred,	. . .	6,400,000 00
Total capital stock outstanding,	. . . .	\$15,485,000 00
Number of shares issued and outstanding, common,	. 181,700	
Number of shares issued and outstanding, preferred,	. 128,000	
Total number of shares outstanding,	. . . .	309,700
Number of stockholders, common,	. 8,237	
Number of stockholders, preferred,	. 3,778	
Total number of stockholders,	. . . .	7,010
Number of stockholders in Massachusetts, common,	. 2,812	
Number of stockholders in Massachusetts, preferred,	. 3,302	
Total stockholders in Massachusetts,	. . . .	6,114
Amount of stock held in Massachusetts, common,	. \$7,277,300 00	
Amount of stock held in Massachusetts, preferred,	. 5,699,550 00	
Total stock held in Massachusetts,	. \$12,976,850 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during Year.
	Per Cent.			
Bonds Metropolitan Railroad, . . .	6	June 1, 1897,	\$500,000 00	\$30,000 00
Bonds Metropolitan Railroad, . . .	5	Dec. 15, 1903,	500,000 00	25,000 00
Bonds Middlesex Railroad, . . .	6	July 1, 1897,	200,000 00	12,000 00
Bonds Middlesex Railroad, . . .	5	July 1, 1904,	200,000 00	10,000 00
Bonds Highland Street Railway, . . .	6	Jan. 1, 1898,	100,000 00	6,000 00
Bonds Highland Street Railway, . . .	5	May 1, 1902,	300,000 00	15,000 00
Bonds Boston Consolidated Street Railway, . . .	5	Jan. 1, 1907,	500,000 00	25,000 00
Bonds South Boston Horse Railway, . . .	5	May 1, 1905,	200,000 00	10,000 00
Bonds Cambridge Railroad, . . .	5	April 1, 1903,	540,000 00	28,500 00
Bonds Charles River Street Railway, . . .	5	April 1, 1904,	150,000 00	7,500 00
Bonds West End Street Railway, . . .	5	Nov. 1, 1902,	3,000,000 00	150,000 00
Bonds West End Street Railway, . . .	4½	March 1, 1914,	2,000,000 00	90,000 00
Bonds West End Street Railway, . . .	4	May 1, 1916,	815,000 00	-
TOTALS, . . . . .	. . . .	. . . .	\$9,005,000 00	\$409,000 00

SPECIAL FUNDS.

Set apart during year for insurance fund,	847,000
TOTAL SPECIAL FUNDS SEPTEMBER 30, 1896,	847,000

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year (not including transfer passengers, etc.),	166,000
Number carried per mile of main railway track operated,	6,000
Number of round trips run,	2,000
Number of car miles run,	25,000
Average number of persons employed,	47

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	234	
Box passenger cars equipped for electric power,	1,065	
Total,		1,299
Open passenger cars equipped for horse power,	102	
Open passenger cars equipped for electric power,	1,021	
Total,		1,123
TOTAL PASSENGER CARS OF ALL KINDS,		2,422
Mail cars (electric),		1
Number of all above cars with 4 wheels,		1,668
Number of all above cars with 6 wheels,		128
Number of all above cars with 8 wheels,		637
Number of electric cars equipped with fenders,		2,099
Construction, repair and other work cars,		27
Snow ploughs,		214
Barges and omnibuses,		11
Carts and snow sleds,		630
Other vehicles: carriages, 56; levellers, 62; sleighs, 66; sweepers, 14; road machines, 18; ambulance, 1,		212
Electric motors,		2,681
Horses,		548
Harnesses (double, 333; single, 188),		521
Other items of equipment: machinery, tools, etc.		

RAILWAY OWNED, LEASED, ETC.

RAILWAY OWNED, LEASED, ETC.			
	Owned.	Held under Lease or Contract.	Trackage over Other Railways.
	Miles.	Miles.	Miles.
Length of railway line,	145.499	7.670	1.068
Length of second track,	105.850	1.976	1.058
TOTAL LENGTH OF MAIN TRACK OWNED, ETC.,	251.348	9.646	2.126
Length of sidings, switches, etc.,	32.825	.290	
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	284.173	9.936	2.126

RAILWAY OPERATED AND MOTIVE POWER.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	By Horse and Electric Power.	Total Operated.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	1.768	144.823	4.212	150.803
Length of second track,	1.770	101.496	3.209	106.475
TOTAL LENGTH OF MAIN TRACK,	3.538	246.319	7.421	257.278
Length of sidings, switches, etc.,	5.327	26.633	.409	32.369
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	8.865	272.952	7.830	289.647

System of electric motive power in use by the company: single trolley.
Miles of new electric railway in process of construction, September 30, 1896, 2.648
Miles of original horse railway in process of electric equipment, September 30, 1896, 1.647
Names of the several cities and towns in which the railways operated by the company are located: cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton and Somerville; towns of Arlington, Brookline and Watertown.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (61 in number), viz.:		
With Boston & Albany Railroad:		
On Kneeland Street, Boston,*	2	2
On Main Street, Cambridge,*	2	2
On Broadway, Cambridge,*	4	2
On Cambridge Street, Cambridge,*	2	2
On Massachusetts Avenue, Cambridge,*	3	2
On Saratoga Street, East Boston,*	2	1
On Sumner Street, East Boston,*	2	1
On Broadway, Everett,*	1	2
On Main Street, Everett,*	1	1
On Cambridge Street, Charlestown,*	1	2
On Somerville Avenue, Somerville,*	1	1
With Boston & Maine Railroad:		
On Saratoga Street, East Boston,*	2	1
On Sumner Street, East Boston,*	5	1
On Broadway, Everett,	2	2
On Main Street, Everett,	2	1
On Causeway Street, Boston,	2	2
On Main Street, Charlestown,	2	2
On Cambridge Street, Charlestown,*	10	2
On Main Street, Malden,	2	2
On Pleasant Street, Malden,	2	1
On Holland Street, Somerville,	2	1
On Massachusetts Avenue, Cambridge,	2	2
On Massachusetts Avenue, Arlington,	2	1

* Used for freight only.

MISCELLANEOUS — Concluded.

GRADE CROSSINGS WITH RAILROADS.		NUMBER AT CROSSINGS	Railroad
Crossings of company's railway with railroads at grade, etc.:			
With Fitchburg Railroad:			
On Newton Street, Somerville,		2	
On Charles River Avenue, Charlestown,*		2	
On Warren Avenue, Charlestown,		2	
On Somerville Avenue, Somerville,*		6	
On Somerville Avenue, Somerville,		2	
On Webster Avenue, Somerville,		2	
On Mt. Auburn Street, Watertown,		2	
With New England Railroad: on Dudley Street,		2	
With New York, New Haven & Hartford Railroad (Old Colony System):			
On Dorchester Avenue, Boston,		3	
On Dorchester Avenue, Boston (Shawmut Branch),		1	
With Union Freight Railroad:			
On Federal Street, at Old Colony Railroad Yard, Boston,*		1	
On Federal Street, at Summer Street, Boston,*		1	
On Atlantic Avenue, at New England Depot, Boston,*		1	
On Atlantic Avenue, at High Street, Boston,*		2	
On Atlantic Avenue, at Broad Street, Boston,*		2	
On Atlantic Avenue, at Commercial Wharf, Boston,*		1	
On Atlantic Avenue, at Lewis Wharf, Boston,*		2	
On Atlantic Avenue, at Fleet Street, Boston,*		2	
On Commercial Street, at Eastern Avenue, Boston,*		1	
On Commercial Street, at Saratoga Wharf, Boston,*		1	
On Commercial Street, at Union Wharf, Boston,*		1	
On Commercial Street, at North Street, Boston,*		2	
On Commercial Street, at Battery Street, Boston,*		2	
On Commercial Street, at Constitution Wharf, Boston,*		1	
On Commercial Street, at Hanover Street, Boston,*		2	
On Commercial Street, at City Paving Yard, Boston,*		1	
On Commercial Street, at Gas House, Boston,*		1	
On Causeway Street, at Charles River Street, Boston,*		1	
On Causeway Street, at Charlestown Street, Boston,*		1	
On Causeway Street, at Beverly Street, Boston,*		1	
On Beverly Street, at Causeway Street, Boston,*		1	
On Causeway Street, at Canal Street, Boston,*		1	
On Causeway Street, at Fitchburg Railroad Yard, Boston,*		1	
On Causeway Street, at Portland Street, Boston,*		1	
On Causeway Street, at Merrimac Square, Boston,*		1	
On Causeway Street, at Stanford Street, Boston,*		1	
On Lowell Street, at Causeway Street, Boston,*		1	
On Lowell Street, at Brighton Street, Boston,*		1	
TOTAL NUMBER OF TRACKS AT CROSSINGS,		115	

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL
	Killed.	Injured.	Killed.	Injured.	
Passengers,	2	205	6	464	472
Employees,	-	11	-	13	24
Other persons,	-	8	4	414	426
TOTALS,	2	224	10	891	1,117

* Used for freight only.

STATEMENT OF EACH ACCIDENT.

- October 1, 1895. — Team and car; driver of team injured.
October 1. — Collision of cars; man injured.
October 2. — Team and car; driver of team injured.
October 2. — Man fell from car (death).
October 2. — Man struck by a car.
October 2. — Man struck by a car.
October 2. — Woman fell in a car.
October 3. — Man thrown from a car.
October 3. — Man injured on car.
October 3. — Man fell on car.
October 3. — Team and car; driver of team injured.
October 3. — Man injured getting on car.
October 4. — Collision of cars; two men injured.
October 5. — Collision of cars; man injured.
October 5. — Man injured by car derailed.
October 6. — Woman injured trying to board car.
October 7. — Woman had hand injured by door on car.
October 7. — Boy struck by a car.
October 8. — Man struck by a car.
October 8. — Team and car; driver of team injured.
October 8. — Team and car; driver of team injured.
October 8. — Woman fell getting on car.
October 8. — Woman injured by sudden start of car.
October 8. — Car derailed; man injured.
October 9. — Team and car; man on team injured.
October 9. — Buggy and car; man in buggy injured.
October 9. — Team and car; man in team injured.
October 9. — Team and car; man in team injured.
October 9. — Man fell from car.
October 10. — Fire department wagon and car; fireman injured.
October 11. — Team and car; man on team injured.
October 12. — Man injured by trolley rope.
October 12. — Team and car; woman on car injured.
October 12. — Collision of cars; conductor of car injured.
October 14. — Collision of cars; man injured.
October 14. — Car derailed; woman injured.
October 14. — Man burned on car.
October 14. — Man fell from car.
October 15. — Carriage and car; man in carriage thrown.
October 15. — Woman fell getting off car.
October 16. — Team and car; man struck by car.
October 16. — Man fell from car.
October 16. — Team and car; driver of team injured.
October 17. — Team and car; driver of team injured.
October 17. — Woman had hand injured by door of car.
October 17. — Woman injured getting off car.
October 17. — Woman injured getting off car.
October 18. — Team and car; driver of team injured.

- October 18. — Car derailed; woman injured.
October 19. — Collision of cars; woman injured.
October 19. — Collision of cars; woman injured.
October 20. — Collision of cars; passenger injured.
October 20. — Woman fell inside car.
October 20. — Team and car; driver of team injured.
October 20. — Collision of cars; woman injured.
October 20. — Man fell from car (death).
October 21. — Team and car; driver of team injured.
October 22. — Little girl ran against car.
October 22. — Woman fell over fender of car.
October 22. — Collision of cars; passenger injured.
October 22. — Team and car; driver of team injured.
October 22. — Team and car; driver of team injured.
October 24. — Tip cart and car; driver of cart injured.
October 24. — Man on car injured by spark from overhead wire.
October 24. — Woman fell getting on car.
October 25. — Team and car; driver of team injured.
October 25. — Collision of cars; woman injured.
October 25. — Woman fell in car.
October 26. — Man injured by door of car.
October 26. — Man fell getting off car.
October 26. — Woman injured getting on car.
October 26. — Team and car; driver of team injured.
October 26. — Team and car; driver of team injured.
October 27. — Collision of cars; woman injured.
October 27. — Man injured getting on car.
October 27. — Man fell from car.
October 27. — Collision of cars; passenger injured.
October 27. — Collision of cars; man injured.
October 27. — Team and car; driver of team injured.
October 27. — Team and car; driver of team injured.
October 27. — Team and car; driver of team injured.
October 29. — Woman knocked down by car.
October 29. — Man fell getting off car.
October 29. — Man on bicycle struck by car.
October 29. — Woman fell getting off car.
October 30. — Team and car; driver of team injured.
October 30. — Woman on bicycle struck by car.
October 30. — Woman struck by car.
October 31. — Team and car; driver of team injured.
November 2. — Man fell getting on car.
November 2. — Woman fell inside car.
November 2. — Woman injured by dress being burned on car.
November 2. — Woman fell getting on car.
November 3. — Man fell getting off car.
November 4. — Man on bicycle struck by car.
November 4. — Man had finger injured by door of car.
November 4. — Man had finger injured by trolley rope.
November 4. — Team and car; driver of team injured.
November 4. — Man had hand injured by trolley rope.
November 4. — Man struck by brake handle.

November 6. — Man fell from car on account of gate giving way.

November 6. — Car struck a ladder; man injured.

November 7. — Team and car; driver of team injured.

November 7. — Team and car; driver of team injured.

November 7. — Team and car; driver of team injured.

November 7. — Team and car; driver of team injured.

November 8. — Woman injured getting on car.

November 8. — Man injured by trolley coming off.

November 8. — Man fell from car.

November 8. — Man fell getting off car.

November 9. — Man injured getting on car.

November 10. — Man jumped and fell from car.

November 11. — Man struck by a revolving brake handle.

November 11. — Gate fell, and man with it, from car.

November 12. — Gate fell, and man with it, from car.

November 12. — Overhead switch on fire; man injured.

November 12. — Team and car; driver of team injured.

November 13. — Woman fell getting off car.

November 13. — Man injured getting off car.

November 13. — Woman injured getting off car.

November 14. — Team and car; driver of team injured.

November 14. — Team and car; driver of team injured.

November 15. — Woman fell getting off car.

November 16. — Woman struck by a car.

November 16. — Team and car; driver of team injured.

November 16. — Man fell getting off car.

November 16. — Two men fell from car.

November 16. — Team and car; driver of team injured.

November 16. — Trolley came off; conductor of car injured.

November 17. — Woman fell within car.

November 17. — Collision of cars; men injured.

November 17. — Woman had finger injured by door of car.

November 18. — Team and car; driver of team injured.

November 19. — Bicycle and car; man on bicycle injured.

November 20. — Woman struck by a car.

November 20. — Man fell getting on car.

November 20. — Woman fell getting off car.

November 21. — Team and car; driver of team injured.

November 21. — Woman fell getting on car.

November 21. — Woman struck by a car.

November 21. — Team and car; driver of team injured.

November 21. — Team and car; driver of team injured.

November 21. — Woman struck by a car.

November 21. — Man on horse struck by a car.

November 22. — Woman fell getting off car.

November 22. — Man injured getting on car.

November 22. — Team and car; driver of team injured.

November 23. — Collision of cars; man injured.

November 23. — Woman injured getting on car.

November 23. — Man struck by brake handle.

November 23. — Collision of cars; man injured.

November 23. — Team and car; driver of team injured.

- November 23.* — Man on car struck by fence on subway (death).
November 23. — Man fell from car.
November 23. — Team and car; driver of team injured.
November 24. — Buggy and car; woman injured.
November 25. — Man struck by a car.
November 25. — Team and car; driver of team injured.
November 25. — Team and car; driver of team injured.
November 25. — Team and car; driver of team injured.
November 25. — Collision of cars; woman injured.
November 26. — Man injured by brake handle.
November 26. — Man injured by falling off car.
November 26. — Team and car; driver of team hurt.
November 26. — Man fell trying to board car.
November 26. — Team and car; driver of team injured.
November 26. — Man on car injured by insulator.
November 27. — Man fell getting off car.
November 27. — Woman fell on platform of car.
November 27. — Woman fell getting off car.
November 28. — Car derailed; man hurt.
November 29. — Man struck by a car.
November 30. — Team and car; driver of team injured.
November 30. — Intoxicated man fell getting off car.
December 1. — Woman fell getting off car.
December 1. — Man fell getting off car.
December 2. — Man struck by a car.
December 2. — Two men caught between cars.
December 2. — Man injured by a spark from overhead switch.
December 2. — Woman fell getting off car.
December 2. — Man fell getting on car.
December 3. — Team and car; driver of team injured.
December 3. — Woman fell trying to board car.
December 3. — Car derailed; conductor injured.
December 4. — Woman fell in car.
December 5. — Woman fell getting off car.
December 5. — Collision of cars; woman injured.
December 8. — Woman claims injury by sudden starting of car.
December 9. — Team and car; driver of team injured.
December 9. — Collision of cars; man injured.
December 9. — Girl struck by car.
December 9. — Wagon and car; driver of wagon injured.
December 10. — Woman fell trying to board car.
December 10. — Woman fell in car.
December 10. — Collision of cars; woman injured.
December 10. — Car struck gate; man injured.
December 11. — Woman struck by a car.
December 11. — Woman fell getting off car.
December 11. — Team and car; driver of team injured.
December 11. — Man fell from car.
December 12. — Woman fell getting off car.
December 12. — Buggy and car; man in buggy injured.
December 12. — Team and car; driver of team injured.
December 12. — Man injured boarding moving car.

- December 12.* — Man fell getting off car.
- December 13.* — Team and car; driver of team injured.
- December 13.* — Collision of cars; man injured.
- December 13.* — Team and car; driver of team injured.
- December 14.* — Man struck by a car.
- December 14.* — Hack and car; driver of hack injured.
- December 14.* — Man knocked down by a car.
- December 14.* — Team and car; driver of team injured.
- December 14.* — Team and car; driver of team injured.
- December 16.* — Team and car; driver of team injured.
- December 16.* — Woman fell getting off car.
- December 16.* — Conductor struck by a car.
- December 16.* — Team and car; driver of team injured.
- December 16.* — Man struck by a car.
- December 17.* — Collision of cars; woman injured.
- December 17.* — Collision of team and car; driver of team injured.
- December 17.* — Woman fell getting off car.
- December 18.* — Team and car; driver of team injured.
- December 18.* — Team and car; driver of team injured.
- December 19.* — Team and car; driver of team injured.
- December 19.* — Team and car; driver of team injured.
- December 20.* — Team and car; driver of team injured.
- December 20.* — Team and car; driver of team injured.
- December 20.* — Hack and car; driver of hack injured.
- December 20.* — Team and car; driver of team injured.
- December 21.* — Collision of cars; passenger injured.
- December 21.* — Collision of team and car; driver of team injured.
- December 21.* — Collision of team and car; motorman on car injured.
- December 21.* — Collision of team and car; driver of team injured.
- December 21.* — Collision of cars; passenger injured.
- December 21.* — Collision of cars; woman injured.
- December 22.* — Man thrown down by a wire attached to car.
- December 22.* — Carriage and car; three occupants of carriage injured.
- December 23.* — Woman struck by a car.
- December 23.* — Woman struck by a car.
- December 23.* — Team and car; driver of team injured.
- December 23.* — Woman fell getting off car.
- December 24.* — Team and car; driver of team injured.
- December 24.* — Woman fell getting off car.
- December 24.* — Carriage and car; two people in carriage injured.
- December 24.* — Woman fell in car.
- December 24.* — Man fell in car.
- December 26.* — Man fell getting on car.
- December 26.* — Team and car; driver of team injured.
- December 26.* — Man fell getting off car.
- December 26.* — Team and car; driver of team injured.
- December 27.* — Boy fell stealing a ride on car.
- December 27.* — Team and car; driver of team injured.
- December 28.* — Woman fell getting off car.
- December 28.* — Woman injured by door of car.
- December 28.* — Man fell getting off car.
- December 29.* — Car derailed; man injured.

- December 29.* — Woman fell getting off car.
- December 29.* — Overhead switch burned out: man injured.
- December 30.* — Man fell getting off car.
- December 31.* — Team and car; driver of team injured.
- December 31.* — Team and car; driver of team injured.
- December 31.* — Woman injured getting on car.
- December 31.* — Team and car; driver of team injured.
- January 2, 1896.* — Woman struck and knocked down by car.
- January 2.* — Man fell getting off car.
- January 2.* — Collision of cars; woman injured.
- January 3.* — Man fell getting off car.
- January 3.* — Team and car; driver of team injured.
- January 4.* — Man fell getting off car.
- January 4.* — Team and car; driver of team injured.
- January 5.* — Man jumped and fell off car.
- January 6.* — Hack and car; driver of hack injured.
- January 7.* — Collision of cars; woman injured.
- January 7.* — Team and car; driver of team injured.
- January 7.* — Woman fell getting off car.
- January 7.* — Woman fell getting off car.
- January 8.* — Man injured getting on car.
- January 8.* — Hack and car; driver of hack injured.
- January 9.* — Woman fell getting on car.
- January 9.* — Man injured by car.
- January 9.* — Buggy and car; woman in car frightened.
- January 9.* — Woman fell getting on car.
- January 9.* — Man struck by a car.
- January 10.* — Team and car; driver of team injured.
- January 11.* — Woman fell getting on car.
- January 11.* — Car on fire; woman injured.
- January 11.* — Woman fell getting on car.
- January 16.* — Man struck by a car.
- January 16.* — Woman fell getting on a car.
- January 17.* — Woman fell in car.
- January 17.* — Woman injured getting on car.
- January 18.* — Boy jumped and fell from car.
- January 18.* — Team and car; driver of team injured.
- January 20.* — Hack and car; driver of hack injured.
- January 20.* — Woman struck by a car.
- January 21.* — Team and car; driver of team injured.
- January 21.* — Man caught between two cars.
- January 21.* — Woman fell getting off car.
- January 22.* — Conductor struck by a fender.
- January 23.* — Man injured by car.
- January 24.* — Woman fell over fender of car.
- January 25.* — Collision of cars; woman injured.
- January 25.* — Man injured by sudden start of car.
- January 26.* — Collision of cars; man injured.
- January 26.* — Collision of team and car; driver of team injured.
- January 26.* — Buggy and car; driver of buggy injured.
- January 27.* — Team and car; driver of team injured.
- January 27.* — Team and car; driver of team injured.

- January 28.* — Woman fell getting off car.
January 28. — Team and car; driver of team injured.
January 29. — Team and car; driver of team injured.
January 29. — Team and car; driver of team injured.
January 30. — Team and car; driver of team injured.
January 30. — Collision of cars; passenger injured.
January 30. — Woman fell trying to board car.
February 1. — Car derailed; passenger injured.
February 1. — Man fell from car.
February 2. — Man injured getting on car.
February 3. — Boy ran in front of car and was knocked down (death).
February 3. — Team and car; driver of team injured.
February 6. — Buggy and car; driver of buggy injured.
February 6. — Collision of cars; conductor injured.
February 7. — Team and car; man in team injured.
February 7. — Team and car; man in team injured.
February 8. — Man struck by a car.
February 8. — Team and car; driver of team injured.
February 9. — Man fell from car.
February 10. — Team and car; driver of team injured.
February 10. — Woman fell in car.
February 10. — Buggy and car; occupant of buggy injured.
February 11. — Woman fell within car.
February 11. — Man fell getting off car.
February 11. — Collision of cars; woman injured.
February 12. — Team and car; woman in car injured by glass.
February 12. — Man fell from car.
February 12. — Man fell from car.
February 13. — Woman fell getting off car.
February 13. — Woman fell getting off car.
February 13. — Woman fell getting off car.
February 14. — Man struck by a car.
February 14. — Man fell from a car.
February 16. — Collision of cars; man injured.
February 16. — Motorman struck by a revolving brake handle.
February 17. — Woman fell trying to board car.
February 17. — Controller and overhead switch on fire; passenger injured.
February 18. — Team and car; driver of team injured.
February 18. — Woman fell within car.
February 18. — Woman fell trying to board car.
February 21. — Man struck by a horse.
February 21. — Team and car; driver of team injured.
February 22. — Fuse blew out; passenger injured.
February 24. — Woman struck by a car.
February 24. — Woman fell within car.
February 24. — Man fell getting off car.
February 25. — Man fell getting off car.
February 26. — Woman fell getting off car.
February 26. — Woman injured getting on car.
February 26. — Team and car; driver of team injured.
February 28. — Collision of cars; passenger injured.
February 28. — Man struck by a car.

- February 28.* — Team and car; driver of team injured.
February 28. — Man fell getting on car.
March 1. — Collision of cars; man and woman injured.
March 2. — Buggy and car; driver of buggy injured.
March 4. — Fuse blew out; woman injured.
March 4. — Girl struck by a car.
March 4. — Woman had thumb jammed by door of car.
March 4. — Conductor had hand injured by door of car.
March 6. — Woman fell getting on car.
March 7. — Man fell within car.
March 7. — Wire broke behind car; woman injured.
March 7. — Man struck by car.
March 8. — Conductor caught between cars.
March 9. — Man fell trying to board car.
March 9. — Team and car; driver of team injured.
March 10. — Man fell trying to board car.
March 10. — Woman injured by start of car.
March 11. — Team and car; driver of team injured.
March 11. — Team and car; driver of team injured.
March 11. — Bicycle and car; rider of bicycle injured.
March 11. — Man struck by a car.
March 11. — Man fell from car.
March 11. — Team and car; driver of team injured.
March 12. — Hot rheostat; passenger jumped and fell.
March 12. — Collision of cars; passenger injured.
March 13. — Woman fell getting off car.
March 14. — Woman fell getting on car.
March 14. — Car disabled; man hurt.
March 14. — Man fell trying to board car.
March 14. — Team and car; driver of team injured.
March 16. — Team and car; driver of team injured.
March 16. — Man struck by a falling wire.
March 17. — Collision of cars; woman injured.
March 19. — Woman fell getting off car.
March 19. — Woman fell against controller.
March 19. — Team and car; driver of team injured.
March 19. — Woman fell within car.
March 19. — Woman fell getting on car.
March 20. — Team and car; driver of team injured.
March 21. — Man ran against car.
March 21. — Buggy and car; driver of buggy injured.
March 21. — Man injured on car.
March 21. — Team and car; driver of team injured.
March 21. — Man fell getting off car.
March 21. — Man struck by a car.
March 22. — Man struck by a car.
March 23. — Man fell trying to board car.
March 23. — Team and car; driver of team injured.
March 23. — Team and car; driver of team injured.
March 23. — Woman fell within car.
March 24. — Woman jumped and fell from car.
March 24. — Man fell getting off car.

- March 24.* — Team and car; driver of team injured.
March 25. — Team and car; driver of team injured.
March 25. — Woman fell within car.
March 25. — Woman fell trying to board car.
March 25. — Man jumped and fell from car.
March 25. — Man fell from car.
March 26. — Man fell getting off car.
March 26. — Team and car; driver of team injured.
March 26. — Woman run over by car.
March 26. — Car derailed; woman injured.
March 26. — Team and car; driver of team injured.
March 27. — Bicycle and car; rider of bicycle injured.
March 27. — Team and car; driver of team injured.
March 27. — Team and car; driver of team injured.
March 27. — Team and car; driver of team injured.
March 27. — Team and car; driver of team injured.
March 28. — Collision of cars; woman injured.
March 30. — Man fell in car.
March 30. — Buggy and car; driver of buggy injured.
March 30. — Carriage and car; driver of carriage injured.
March 31. — Woman fell after getting off car.
March 31. — Woman fell within car.
March 31. — Team and car; driver of team injured.
March 31. — Woman fell trying to board car.
March 31. — Team and car; driver of team injured.
April 1. — Team and car; driver of team injured.
April 1. — Team and car; driver of team injured.
April 1. — Boy run over by car.
April 1. — Woman fell getting off car.
April 1. — Team and car; driver of team injured.
April 2. — Man fell from car.
April 3. — Woman had finger injured by door of car.
April 8. — Team and car; driver of team injured.
April 4. — Woman jammed against fence by car.
April 4. — Car derailed; man and woman injured.
April 4. — Man jumped and fell from car.
April 4. — Team and car; driver of team injured.
April 4. — Man fell trying to board car.
April 4. — Collision of cars; woman injured.
April 5. — Collision of cars; man injured.
April 6. — Boy struck by car.
April 6. — Woman hurt by door of car.
April 6. — Car disabled; man shocked.
April 7. — Man fell from car.
April 7. — Man fell trying to board car.
April 7. — Team and car; driver of team injured.
April 7. — Team and car; driver of team injured.
April 7. — Team and car; woman in car injured.
April 7. — Man injured on car.
April 8. — Man jumped and fell from car.
April 8. — Man fell getting off car.
April 8. — Man on bicycle hit by car.

- April 8.* — Team and car; driver of team injured.
April 9. — Man struck by a car.
April 10. — Team and car; driver of team injured.
April 10. — Man jumped from car and fell.
April 11. — Man fell from car.
April 11. — Man struck by a car.
April 11. — Overhead switch blew out; man injured.
April 11. — Team and car; driver of team injured.
April 12. — Man jumped and fell from car.
April 12. — Conductor struck by a car.
April 13. — Man fell getting off car.
April 14. — Man fell trying to board car.
April 14. — Woman cut by glass.
April 14. — Team and car; driver of team injured.
April 14. — Young man fell upon fender of car.
April 14. — Woman fell getting off car.
April 14. — Woman jumped and fell off car.
April 14. — Man struck by a car.
April 15. — Car struck team; woman injured.
April 15. — Team and car; driver of team injured.
April 15. — Man fell getting off car.
April 16. — Buggy and car; driver of buggy injured.
April 16. — Man received a shock on car.
April 16. — Woman injured in car.
April 17. — Man fell getting off car.
April 17. — Team and car; driver of team injured.
April 17. — Man fell getting off car.
April 17. — Car derailed; man on car jumped and fell.
April 18. — Conductor fell from car.
April 18. — Team and car; driver of team injured.
April 18. — Woman fell getting off car.
April 18. — Woman fell getting off car.
April 18. — Team and car; driver of team injured.
April 18. — Fuse blew out; man injured.
April 18. — Team and car; driver of team injured.
April 18. — Team and car; driver of team injured.
April 19. — Man fell from car.
April 21. — Woman fell within car.
April 21. — Man injured by hot solder.
April 22. — Patrol wagon and car; men in patrol wagon injured.
April 22. — Team and car; driver of team injured.
April 22. — Man on car struck by a wheelbarrow.
April 22. — Man fell trying to board car.
April 22. — Team and car; driver of team injured.
April 23. — Man fell trying to board car.
April 23. — Team and car; driver of team injured.
April 23. — Man injured by trolley.
April 23. — Man struck by a car.
April 23. — Man fell getting off car.
April 24. — Team and car; driver of team injured.
April 24. — Man fell after leaving car.
April 24. — Team and car; driver of team injured.

- April 24.* — Man injured by trolley wire.
April 24. — Man struck by a car.
April 24. — Man fell getting off car.
April 24. — Team and car; driver of team injured.
April 25. — Man fell trying to board car.
April 25. — Team and car; driver of team injured.
April 25. — Man fell from car.
April 26. — Man fell getting off car.
April 26. — Man fell trying to board car.
April 26. — Man fell getting off car.
April 26. — Man injured on car.
April 27. — Little girl run over by car (death).
April 28. — Man fell getting off car.
April 29. — Man struck by a car.
April 29. — Woman fell trying to board car.
April 29. — Man on bicycle collided with car.
April 29. — Collision of cars; man hurt.
April 30. — Team and car; driver of team injured.
May 1. — Collision of car and buggy; man in car injured.
May 1. — Man fell trying to board car.
May 2. — Team and car; driver of team injured.
May 2. — Man fell trying to board car.
May 2. — Team and car; driver of team injured.
May 2. — Team and car; woman on car received shock.
May 3. — Man injured by having coat burned on car.
May 3. — Man received a shock on car.
May 4. — Man fell trying to board car.
May 4. — Man fell trying to board car.
May 4. — Team and car; driver of team injured.
May 4. — Man fell from car.
May 5. — Man on bicycle struck by a car.
May 6. — Team and car; driver of team injured.
May 6. — Man fell from bicycle and was struck by a car.
May 7. — Woman fell upon fender of car.
May 7. — Woman fell within car.
May 7. — Team and car; driver of team injured.
May 8. — Team and car; driver of team injured.
May 8. — Fuse blew out; man injured.
May 8. — Man fell from car.
May 9. — Man fell from car.
May 9. — Fuse blew out; passenger injured.
May 9. — Trolley off; man injured.
May 9. — Woman fell getting off car.
May 9. — Man jumped from car and fell.
May 9. — Buggy and car; driver of buggy injured.
May 9. — Boy struck by a car.
May 10. — Man struck by a car.
May 10. — Man struck by a car.
May 10. — Man struck by a car.
May 11. — Fuse blew out; passenger injured.
May 11. — Man fell trying to board car.
May 11. — Team and car; driver of team injured.

- May 11. — Man struck by a car.*
May 11. — Collision of cars; man hurt.
May 11. — Man fell upon car.
May 11. — Man fell trying to board car.
May 11. — Fuse blew out; passenger injured.
May 11. — Team and car; driver of team injured.
May 11. — Fuse blew out; passenger injured.
May 11. — Team and car; driver of team injured.
May 11. — Collision of cars; passenger injured.
May 12. — Man jumped and fell from car.
May 12. — Man fell getting off car.
May 12. — Woman fell getting off car.
May 12. — Woman injured by trolley rope.
May 12. — Man struck by a car.
May 13. — Woman and child fell from car.
May 13. — Woman fell getting off car.
May 13. — Woman fell getting off car.
May 14. — Woman injured getting off car.
May 14. — Woman jumped and fell from car.
May 15. — Woman injured trying to board car.
May 15. — Woman fell getting off car.
May 15. — Car left rail; woman injured.
May 15. — Man fell getting off car.
May 15. — Man fell trying to board car.
May 15. — Woman fell trying to board car.
May 15. — Man fell from car.
May 15. — Man jumped and fell from car.
May 16. — Trolley came off; man injured.
May 16. — Man fell trying to board car.
May 16. — Team and car; driver of team injured.
May 16. — Man had finger injured by trolley rope.
May 16. — Girl struck by a car.
May 16. — Team struck by a car; driver of team injured.
May 16. — Team and car; driver of team injured.
May 16. — Man jumped and fell from car.
May 16. — Man jumped and fell from car.
May 17. — Man fell getting on car.
May 17. — Woman jumped and fell from car.
May 17. — Collision of cars; woman injured.
May 17. — Woman jumped and fell from car.
May 17. — Man fell getting off car.
May 17. — Man had hand injured by seat of car.
May 17. — Life guard broke; woman injured.
May 18. — Man fell getting off car.
May 18. — Trolley wire broke and fell on car; woman injured.
May 18. — Man injured by trolley.
May 18. — Man had finger injured by trolley rope.
May 18. — Woman fell getting off car.
May 18. — Woman fell getting off car.
May 19. — Man struck by car; trying to board another car.
May 19. — Man fell trying to board car.
May 19. — Man fell trying to board car.

- May 19.* — Man injured on car.
May 19. — Woman fell getting off car.
May 21. — Coupé and car; occupants of coupé injured.
May 21. — Team and car; driver of team hurt.
May 22. — Woman fell getting off car.
May 22. — Team and car; driver of team injured.
May 22. — Car derailed; woman injured.
May 22. — Team and car; driver of team and passenger in car injured.
May 22. — Man jumped and fell from car.
May 23. — Collision of cars; woman injured.
May 23. — Woman fell getting off car.
May 23. — Team and car; man injured.
May 23. — Team and car; man injured.
May 23. — Woman fell getting off car.
May 23. — Man fell getting off car.
May 23. — Woman fell getting off car.
May 23. — Conductor injured on car.
May 24. — Man struck by a car.
May 24. — Man fell getting off car.
May 25. — Team and car; driver of team injured.
May 25. — Woman on car struck by falling glass.
May 25. — Man fell from car.
May 25. — Team and car; driver of team injured.
May 25. — Herdic and car; man in herdic injured.
May 26. — Team and car; driver of team injured.
May 26. — Man fell within car.
May 27. — Woman fell getting off car.
May 27. — Woman fell getting off car.
May 27. — Woman injured by seat on car.
May 27. — Man injured by trolley coming off.
May 27. — Team and car; driver of team injured.
May 27. — Woman injured by being struck by a brake handle.
May 28. — Man on bicycle struck by a car.
May 28. — Woman on bicycle struck by a car.
May 28. — Two men on a car struck by a passing car.
May 28. — Man fell getting off car.
May 29. — Woman fell within car.
May 29. — Man fell trying to board car.
May 29. — Man received shock on car.
May 30. — Car and wheelbarrow; man on car injured.
May 31. — Woman fell getting off car.
May 31. — Man jumped from car and fell.
May 31. — Car derailed; woman injured.
June 1. — Man injured trying to board car.
June 1. — Man fell trying to board car.
June 1. — Woman injured leaving car.
June 1. — Car on fire; woman injured.
June 1. — Team and car; driver of team injured.
June 2. — Man on car injured by guard wire falling.
June 2. — Man on car injured.
June 2. — Woman claims injury by sudden start of car.
June 2. — Team and car; driver of team injured.

- June 2.* — Collision of cars; man injured.
June 2. — Team and car; man injured by horse on team.
June 2. — Team and car; driver of team injured.
June 3. — Team and car; driver of team injured.
June 3. — Car derailed; man injured.
June 3. — Man fell getting off car.
June 4. — Man and woman fell getting on car.
June 4. — Man fell getting on car.
June 4. — Man fell getting off car.
June 4. — Car derailed; man injured.
June 4. — Man fell from car.
June 4. — Woman fell from car.
June 4. — Man jumped and fell from car.
June 4. — Man on bicycle struck by car.
June 4. — Team and car; driver of team injured.
June 4. — Man jumped and fell from car.
June 4. — Man fell getting off car.
June 4. — Collision of cars; man injured.
June 5. — Man injured boarding car.
June 5. — Man injured getting off car.
June 6. — Hack and car; driver of hack injured.
June 6. — Man injured by trolley coming off.
June 7. — Woman fell within car.
June 7. — Collision of cars; woman injured.
June 7. — Man fell from car.
June 7. — Man fell from car.
June 7. — Woman fell against window of car.
June 7. — Team and car; driver of team injured.
June 9. — Team and car; driver of team injured.
June 9. — Man received a shock on car.
June 10. — Man injured by being struck by revolving brake bar.
June 10. — Trolley came off; man injured.
June 11. — Man struck by a car.
June 11. — Collision of cars; woman injured.
June 11. — Woman fell getting off car.
June 11. — Woman injured getting on car.
June 11. — Fuse blew out; man injured.
June 11. — Woman fell getting off car.
June 11. — Boy struck by a car.
June 12. — Man on one car struck by another car.
June 12. — Man on bicycle struck by a car.
June 12. — Man struck by a car.
June 13. — Man struck by a car.
June 13. — Women fell getting off car.
June 13. — Man injured by being caught between car and post.
June 13. — Collision of cars; man injured.
June 13. — Man fell trying to board car.
June 13. — Team and car; driver of team injured.
June 13. — Woman jumped and fell from car.
June 14. — Woman fell trying to board car.
June 16. — Child struck by a car.
June 16. — Woman fell getting off car.

- June 16.* — Woman struck by a car.
June 17. — Man fell trying to board car.
June 17. — Man fell trying to board car.
June 17. — Woman fell trying to board car.
June 17. — Man fell getting off car.
June 17. — Man on bicycle struck by car.
June 17. — Woman on bicycle struck by car.
June 17. — Collision of cars; man injured.
June 18. — Man fell getting off car.
June 18. — Car struck truck; man on car injured.
June 18. — Man on car struck by subway fence.
June 18. — Man fell trying to board car.
June 19. — Conductor struck by a car.
June 19. — Team and car; driver of team injured.
June 19. — Man caught between cars.
June 19. — Team and car; driver of team injured.
June 19. — Team and car; driver of team injured.
June 19. — Team and car; driver of team injured.
June 19. — Team and car; driver of team injured.
June 20. — Man jumped from car; team ran over him.
June 20. — Man on car struck by a sign.
June 20. — Woman jumped and fell from car.
June 21. — Woman fell getting off one car and was struck by another.
June 21. — Man fell from car.
June 21. — Woman fell getting off car.
June 21. — Woman claims to have been dragged by car.
June 22. — Conductor on a car struck by a team.
June 22. — Man fell getting off car.
June 22. — Man on bicycle struck by a car.
June 22. — Woman jumped and fell from car.
June 22. — Woman fell getting off car.
June 22. — Woman fell from car.
June 22. — Woman fell from car.
June 22. — Car derailed; woman injured.
June 23. — Team and car; driver of team injured.
June 23. — Man fell trying to board car.
June 23. — Woman fell from car.
June 23. — Woman fell getting off car.
June 23. — Woman fell getting off car.
June 23. — Man fell trying to board car.
June 23. — Man fell from car.
June 23. — Man fell trying to board car.
June 24. — Woman fell getting off car.
June 24. — Trolley broke; woman on car jumped and fell.
June 24. — Team and car; driver of team injured.
June 25. — Man on car struck by a car.
June 25. — Collision of cars; woman injured.
June 25. — Collision of cars; woman injured.
June 25. — Collision of cars; woman injured.
June 25. — Woman fell getting off car.
June 25. — Team and car; woman injured.
June 25. — Man on car struck by a box.

- June 26. — Conductor on car struck by a car.*
June 26. — Woman fell getting off car.
June 26. — Man fell from car.
June 26. — Man struck by a brake handle.
June 27. — Man struck by a car.
June 27. — Woman struck by a car.
June 27. — Man fell from a car.
June 27. — Man on car struck by a car.
June 27. — Woman fell getting off car.
June 27. — Woman fell getting off car.
June 27. — Man on bicycle struck by a car.
June 28. — Herdic and car; driver of herdic injured.
June 28. — Man fell trying to board car.
June 28. — Man fell getting off car.
June 28. — Man on car struck by a car.
June 29. — Team and car; woman in car injured.
June 29. — Woman fell from car.
June 29. — Collision of cars; woman frightened.
June 29. — Man struck by a car.
June 29. — Man struck by a revolving brake handle.
June 29. — Man fell trying to board car.
June 29. — Woman fell getting off car.
June 30. — Man jumped and fell from car.
June 30. — Woman fell getting off car.
June 30. — Team and car; driver of team injured.
June 30. — Man fell trying to board car.
June 30. — Man fell from car.
June 30. — Man fell from car.
June 30. — Team and car; driver of team injured.
July 1. — Woman struck by a brake handle.
July 2. — Team and car; driver of team injured.
July 2. — Car derailed; woman injured.
July 2. — Man struck by a car.
July 2. — Woman fell getting off car.
July 2. — Team and car; driver of team injured.
July 2. — Fuse blew out; woman injured.
July 2. — Woman fell getting off car.
July 3. — Woman cut by glass on car.
July 3. — Car derailed; woman injured.
July 4. — Woman fell from car.
July 6. — Team and car; driver of team injured.
July 7. — Woman struck by a car.
July 7. — Woman injured getting on car.
July 7. — Team and car; driver of team injured.
July 7. — Man jumped and fell from car.
July 7. — Buggy and car; driver of buggy injured.
July 8. — Man struck by a car.
July 8. — Woman fell getting off car.
July 9. — Man fell from car (death).
July 9. — Woman fell getting off car.
July 9. — Woman jumped from one car and was struck by 12
July 9. — Man fell getting off car.

- July 10.* — Man fell getting on car.
July 10. — Man injured by back of seat giving way.
July 10. — Car derailed; woman injured.
July 10. — Man fell getting off car.
July 11. — Gig and car; occupants of gig injured.
July 11. — Collision of cars; passenger injured.
July 11. — Man fell trying to board car.
July 11. — Man jumped and fell from car.
July 12. — Collision of cars; woman injured.
July 12. — Man jumped and fell from car.
July 12. — Woman struck by a car.
July 12. — Car disabled; woman injured.
July 13. — Fuse blew out; passenger injured.
July 13. — Man jumped from car and fell.
July 13. — Man on bicycle struck by car.
July 13. — Team and car; driver of team injured.
July 13. — Team and car; driver of team injured.
July 14. — Girl struck by horse on car.
July 14. — Woman fell trying to board car.
July 14. — Team and car; driver of team injured.
July 15. — Conductor fell from car.
July 16. — Woman and child fell trying to board car.
July 16. — Man on bicycle struck by car.
July 16. — Team and car; driver of team injured.
July 16. — Collision of cars; man injured.
July 16. — Team and car; conductor injured.
July 16. — Fuse blew out; passenger injured.
July 16. — Man fell from car.
July 16. — Team and car; driver of team injured.
July 17. — Man fell getting on moving car.
July 17. — Team and car; driver of team injured.
July 17. — Man struck by a car.
July 17. — Conductor crushed between car and car house.
July 17. — Man fell boarding car.
July 17. — Woman fell leaving car.
July 17. — Man boarding one car was struck by another.
July 18. — Man fell boarding car (death).
July 18. — Team and car: driver of team injured.
July 18. — Team and car; driver of team injured.
July 18. — Man fell boarding car.
July 18. — Man fell leaving car.
July 18. — Woman fell leaving car.
July 18. — Man fell leaving car.
July 19. — Woman fell leaving car.
July 19. — Team and car; driver of team injured.
July 19. — Woman fell leaving car.
July 19. — Man fell leaving car.
July 19. — Man fell leaving car.
July 19. — Woman fell boarding car.
July 19. — Woman fell from car.
July 19. — Woman injured leaving car.
July 20. — Woman fell leaving car.

- July 20.* — Man fell from car.
July 20. — Herdic and car: driver of herdic injured.
July 20. — Collision of cars; woman injured.
July 20. — Man injured by car seat breaking.
July 20. — Boy jumped and fell from car.
July 20. — Team and car; driver of team injured.
July 21. — Woman fell leaving car.
July 21. — Woman fell on fender of car.
July 21. — Buggy and car; woman injured.
July 22. — Team and car; driver of team injured.
July 22. — Man fell trying to board car.
July 22. — Team and car; driver of team injured.
July 22. — Woman fell leaving car.
July 23. — Girl struck by a car.
July 23. — Man fell leaving car.
July 23. — Newsboy fell leaving car.
July 23. — Woman fell leaving car.
July 23. — Team and car; woman in car injured.
July 23. — Collision of cars; woman injured.
July 24. — Man fell within car.
July 25. — Team and car; driver of team injured.
July 25. — Woman injured by start of car.
July 25. — Man on running board of car struck by man on same.
July 25. — Man received a shock on car.
July 25. — Team and car; driver of team injured.
July 26. — Collision of cars; woman and child injured.
July 26. — Man fell boarding car.
July 26. — Conductor injured by brake being struck by a pole.
July 26. — Man fell leaving car.
July 27. — Man fell boarding car.
July 27. — Woman fell leaving car.
July 27. — Team and car; driver of team injured.
July 27. — Woman fell leaving car.
July 27. — Team and car; driver of team injured.
July 28. — Man crushed between cars.
July 28. — Team and car; driver of team thrown.
July 28. — Man fell boarding car.
July 28. — Woman fell leaving car.
July 28. — Woman on car struck by a switch stick.
July 28. — Team and car; driver of team injured.
July 28. — Collision of cars; passenger injured.
July 28. — Woman fell leaving car.
July 28. — Woman fell leaving car.
July 29. — Man fell boarding car.
July 29. — Man struck by a car.
July 29. — Woman fell leaving car.
July 29. — Carriage and car; two people in carriage injured.
July 30. — Woman fell leaving car.
July 30. — Man fell leaving car.
July 31. — Team and car; driver of team injured.
July 31. — Woman injured by falling wire.
August 1. — Woman fell getting off car.

- August 1.* — Man on car struck by a car.
August 2. — Woman fell getting off car.
August 2. — Man injured on car.
August 3. — Woman struck by a car.
August 3. — Team and car; driver of team injured.
August 3. — Team and car; driver of team injured.
August 3. — Collision of cars; man injured.
August 3. — Woman injured getting on car.
August 3. — Collision of cars; man injured.
August 4. — Collision of cars; man injured.
August 4. — Man jumped and fell from car.
August 4. — Team and car; conductor of car injured.
August 4. — Woman fell leaving car.
August 4. — Boy struck and run over by car (death).
August 4. — Woman injured on car.
August 4. — Woman injured on car.
August 5. — Woman fell trying to board car.
August 5. — Woman injured on car.
August 6. — Team and car; driver of team injured.
August 6. — Car derailed; woman injured.
August 6. — Team and car; driver of team injured.
August 7. — Man fell between cars.
August 7. — Team and car; driver of team injured.
August 7. — Team and car; driver of team injured.
August 8. — Woman fell getting off car.
August 8. — Man jumped and fell off car.
August 8. — Team and car; driver of team injured.
August 8. — Woman struck by a car.
August 8. — Man fell getting off car.
August 9. — Team and car; occupants of team injured.
August 9. — Man jumped from one car; struck by another (death).
August 9. — Woman injured getting off car.
August 9. — Car derailed; woman injured.
August 9. — Woman fell getting off car.
August 9. — Woman fell getting off car.
August 11. — Team and car; driver of team injured.
August 11. — Man on a car struck by a car.
August 11. — Collision of cars; man injured.
August 11. — Collision of team and car; man in team injured.
August 11. — Man fell getting off car (death).
August 11. — Man fell getting off car.
August 11. — Man struck by car.
August 11. — Woman fell getting off car.
August 11. — Car derailed; woman injured.
August 12. — Woman fell over fender of car.
August 12. — Collision of cars; man and woman injured.
August 12. — Man struck by a car.
August 12. — Woman jumped and fell from car.
August 12. — Team and car; driver of team injured.
August 12. — Car left rail; man injured.
August 12. — Trolley came off; man injured.
August 12. — Man fell trying to board car.

- August 12.* — Collision of cars; motorman and a passenger injured.
August 12. — Man fell trying to board car.
August 18. — Woman fell trying to board car.
August 18. — Woman fell trying to board car (death).
August 18. — Team and car; driver of team injured.
August 18. — Woman struck by a car.
August 18. — Team and car; driver of team injured.
August 18. — Collision of cars; woman injured.
August 14. — Woman fell getting off car.
August 14. — Man fell getting off car.
August 14. — Team and car; driver of team injured.
August 14. — Woman jumped and fell from car.
August 14. — Team and car; driver of team injured.
August 15. — Woman injured boarding car.
August 15. — Man on car struck by a car.
August 15. — Man jumped and fell.
August 15. — Man fell getting off car.
August 15. — Team and car; driver of team injured.
August 16. — Collision of cars; conductor injured.
August 16. — Man jumped and fell from car.
August 16. — Man on bicycle struck by car.
August 16. — Woman fell trying to board car.
August 16. — Man injured by car kicking.
August 17. — Team and car; passenger injured.
August 17. — Woman fell getting off car.
August 17. — Team and car; driver of team injured.
August 17. — Team and car; driver of team injured.
August 17. — Man fell trying to board car.
August 18. — Team and car; driver of team injured.
August 18. — Woman fell in car.
August 18. — Team and car; driver of team injured.
August 18. — Team and car; driver of team injured.
August 18. — Conductor fell from car.
August 19. — Car left rail; woman injured.
August 19. — Team and car; driver of team injured.
August 19. — Woman fell getting off car.
August 19. — Man fell trying to get on car.
August 20. — Man fell trying to get on car.
August 20. — Man fell from car.
August 20. — Team and car; driver of team injured.
August 20. — Woman injured by start of car.
August 20. — Buggy and car; driver of buggy injured.
August 21. — Car derailed; woman injured.
August 21. — Man jumped and fell from car.
August 22. — Man fell trying to board car.
August 22. — Woman fell trying to get off car.
August 22. — Man jumped and fell from car.
August 23. — Man dragged boarding car.
August 23. — Man jumped and fell from car.
August 23. — Woman injured getting on moving car.
August 23. — Buggy and car; driver of buggy injured.
August 24. — Team and car; driver of team injured.

- August 24.* — Cab and car; driver of cab injured.
August 24. — Man injured on car.
August 24. — Man fell getting off car.
August 25. — Team and car; man injured by collision.
August 25. — Man fell trying to board car.
August 25. — Woman fell getting off car.
August 25. — Team and car; driver of team injured.
August 26. — Man on car struck by a post.
August 26. — Man struck by a car.
August 26. — Man fell trying to board car.
August 27. — Man claims injury on car.
August 27. — Team and car; driver of team injured.
August 27. — Man injured by seat of car.
August 27. — Collision of team and car; woman in car injured.
August 27. — Team and car; driver of team injured.
August 27. — Car derailed; man injured.
August 27. — Man fell trying to board car.
August 29. — Man fell getting off car.
August 29. — Man jumped and fell from car.
August 30. — Man fell from car.
August 30. — Carriage and car; occupants of carriage injured.
August 31. — Man dragged trying to board car.
August 31. — Man on car struck by a pole on a passing team.
August 31. — Collision of cars; man injured.
August 31. — Team and car; driver of team injured.
September 1. — Woman fell getting off car.
September 1. — Woman on a car struck by a pole on a team.
September 2. — Collision of cars; man injured.
September 2. — Team and car; driver of team injured.
September 2. — Man getting on car struck by a team.
September 2. — Man getting on a car struck by a team.
September 4. — Man fell getting off car.
September 4. — Woman fell within car.
September 4. — Team and car; driver of team thrown.
September 4. — Man standing on running board of car injured.
September 4. — Fuse blew out; woman injured.
September 4. — Man fell getting off car.
September 4. — Woman injured on car.
September 4. — Woman struck by a car.
September 5. — Man struck by a car.
September 5. — Boy struck by a car.
September 6. — Team and car; driver of team injured.
September 6. — Conductor had wrist cut on car.
September 7. — Team and car; driver of team injured.
September 7. — Man fell getting off car.
September 7. — Trolley came off; man injured.
September 7. — Man on bicycle struck by car.
September 7. — Buggy and car; driver of buggy injured.
September 8. — Team and car; driver of team injured.
September 8. — Man on car struck by a team.
September 8. — Man jumped and fell from car.
September 9. — Man struck by a car.

- September 9. — Woman fell getting off car.*
September 10. — Team and car; driver of team injured.
September 10. — Team and car; driver of team injured.
September 11. — Woman fell getting off car.
September 11. — Man struck by a car.
September 11. — Collision of cars; man injured.
September 11. — Team and car; driver of team injured.
September 11. — Car derailed; woman injured.
September 12. — Man injured getting on car.
September 12. — Woman and child fell over fender of car.
September 12. — Man fell over fender of car.
September 12. — Team and car; driver of team injured.
September 15. — Man fell trying to board car.
September 15. — Team and car; driver of team injured.
September 15. — Buggy and car; driver of buggy injured.
September 15. — Woman fell from car.
September 15. — Man fell from car.
September 16. — Man fell trying to board car.
September 16. — Team and car; driver of team injured.
September 17. — Team and car; driver of team injured.
September 18. — Man struck by a car.
September 18. — Man injured by trolley coming off.
September 19. — Man fell from car.
September 19. — Man injured on car.
September 19. — Team and car; driver of team injured.
September 19. — Team and car; driver of team injured.
September 20. — Man struck by a trolley.
September 21. — Man fell from car.
September 21. — Boy run over by car (death).
September 23. — Man fell from car.
September 24. — Two men struck by car.
September 24. — Man injured on car.
September 26. — Woman fell getting off car.
September 26. — Man jumped and fell off car.
September 26. — Woman fell getting off car.
September 26. — Car left rail; man injured.
September 27. — Woman injured on car.
September 29. — Woman on bicycle struck by car.
September 30. — Man dragged trying to board car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
WEST END STREET RAILWAY COMPANY.
 81 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel Little, *President*, 81 Milk Street, Boston, Mass. Prentiss
Vice-President and Clerk of Corporation, 81 Milk Street, Boston, Mass.
 Goodspeed, *Treasurer*, 81 Milk Street, Boston, Mass. H. L. Wilcox,
 81 Milk Street, Boston, Mass. W. B. Sprout, *General Counsel*, 81 Milk
 Boston, Mass. C. S. Sergeant, *General Manager*, 81 Milk Street, E.
 Mass. J. E. Rugg, *Superintendent*, 81 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel Little, Boston, Mass. Alfred Bowditch, Boston, Mass. G. T. W. Braman, Cohasset, Mass. F. L. Higginson, Boston, Mass. Wm. Hooper, Boston, Mass. A. C. Houghton, North Adams, Mass. Walter Hunnewell, Wellesley, Mass. H. D. Hyde, Cohasset, Mass. Theophilus Parsons, Boston, Mass. Samuel Spencer, New York, N. Y. W. S. Swan, Cambridge, Mass. B. Rodman Weld, Boston, Mass. Alfred Winsor, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SAMUEL LITTLE,
 G. T. W. BRAMAN,
 WALTER S. SWAN,
 WALTER HUNNEWELL,
 SAMUEL SPENCER,
 ALFRED BOWDITCH,
 THEOPHILUS PARSONS,
 F. L. HIGGINSON,
 WILLIAM HOOPER,
 ALFRED WINSOR,
 B. R. WELD,
 HENRY D. HYDE,
Directors.
 JOSEPH H. GOODSPEED,
Treasurer.
 CHARLES S. SERGEANT,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1896. Then personally appeared the above-named Samuel Little, G. T. W. Braman, Walter S. Swan, Walter Hunnewell, Samuel Spencer, Alfred Bowditch, Theophilus Parsons, F. L. Higginson, William Hooper, Alfred Winsor, B. R. Weld, Henry D. Hyde, Joseph H. Goodspeed and Charles S. Sergeant, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT

OF THE

WEST ROXBURY & BOSLINDALE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation September 27, 1891.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	.	.	.	.	.	.	.	\$
Operating expenses, . . . . .	.	.	.	.	.	.	.
GROSS INCOME ABOVE OPERATING EXPENSES,								\$
Surplus for year ending September 30, 1896, . . . . .	.	.	.	.	.	.	.	\$
TOTAL SURPLUS SEPTEMBER 30, 1896, . . . . .	.	.	.	.	.	.	.	\$

EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	.	.	.	.	.	.	.	\$
GROSS EARNINGS FROM OPERATION, . . . . .	.	.	.	.	.	.	.	\$

EXPENSES OF OPERATION.

General expenses:								
Salaries of general officers and clerks, . . . . .	.	.	.	.	.	.	.	\$
General office expenses and supplies, . . . . .	.	.	.	.	.	.	.	\$
Insurance, . . . . .	.	.	.	.	.	.	.	\$
Maintenance of equipment: repair of electric equipment of cars, . . . . .	.	.	.	.	.	.	.	\$
Transportation expenses:								
Cost of electric motive power, . . . . .	.	.	.	.	.	.	.	\$
Wages and compensation of persons employed in conducting transportation, . . . . .	.	.	.	.	.	.	.	\$
Other transportation expenses: oil, waste, lighting cars and buildings, . . . . .	.	.	.	.	.	.	.	\$
TOTAL OPERATING EXPENSES, . . . . .	.	.	.	.	.	.	.	\$

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.			
ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,		\$178,199	37
Electric line construction, including poles, wiring, feeder lines, etc.,		35,452	96
Salaries, engineering and other expenses incident to construction,		8,705	50
TOTAL COST OF RAILWAY OWNED,			\$222,357 83
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,			
			27,327 39
Cost of land and buildings:			
Land necessary for operation of railway,		\$7,337	83
Buildings necessary for operation of railway,		7,311	53
TOTAL COST OF LAND AND BUILDINGS OWNED,			14,649 36
Other permanent property:			
Tools,		\$395	92
Office furniture,		86	08
Power station lines,		12,445	05
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			12,927 05
TOTAL PERMANENT INVESTMENTS,			\$277,261 63
Cash and current assets:			
Cash,		\$2,065	56
Bills and accounts receivable,		73	89
TOTAL CASH AND CURRENT ASSETS,			2,139 45
Miscellaneous assets: materials and supplies,			412 50
TOTAL,			\$279,813 58
LIABILITIES.		CR.	
Capital stock,			\$101,760 00
Current liabilities: loans and bills payable,			177,697 77
Profit and Loss balance (surplus),			355 81
TOTAL,			\$279,813 58
CAPITAL STOCK.			
Capital stock authorized by law,		\$150,000	00
Capital stock authorized by votes of company,		150,000	00
Capital stock issued and outstanding,			\$100,000 00
Script convertible into stock,			1,760 00
TOTAL CAPITAL STOCK LIABILITY,			\$101,760 00
Number of shares issued and outstanding,		1,000	
Number of stockholders,		44	
Number of stockholders in Massachusetts,		44	
Amount of stock held in Massachusetts,		\$100,000	00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	.	.	.
Number carried per mile of main railway track operated,	.	.	.
Number of round trips run,	.	.	.
Number of car miles run,	.	.	.
Average number of persons employed,	.	.	.
Company commenced operation September 17, 1896.			

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	.	.	.	.
Open passenger cars equipped for electric power,	.	.	.	.
TOTAL PASSENGER CARS OF ALL KINDS,				
Number of all above cars with 4 wheels,	.	.	.	.
Number of electric cars equipped with fenders,	.	.	.	.
Electric motors,	.	.	.	.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	.	.	.	.	.	.	6.92
Total length of main track owned,	.	.	.	.	.	.	6.92
Length of sidings, switches, etc.,	.	.	.	.	.	.	.43
Total length, computed as single track,	.	.	.	.	.	.	7.35

System of electric motive power in use by the company : General Electric
Names of the several cities and towns in which the railways operated by
company are located : city of Boston and town of Dedham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY
TREASURER'S OFFICE, 417 JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas T. Robinson, *President*, 178 Devonshire Street, Boston, Mass.
Frederick N. Tirrell, *Treasurer and Clerk of Corporation*, 178 Devonshire
Street, Boston, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Halstrick, Boston, Mass. John S. Bleakie, Boston, Mass.
Devens, Roslindale, Mass. W. P. Whittemore, Roslindale, Mass.
Bleakie, Hyde Park, Mass. Frederick N. Tirrell, Hyde Park, Mass.
T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are
 ll, just and true.

THOS. T. ROBINSON,
 FREDERICK N. TIRRELL,
 ROBERT BLEAKIE,
 JOHN S. BLEAKIE,
 CLIFFORD DEVENS,
 JOSEPH HALSTRICK,
Directors.
 FREDERICK N. TIRRELL,
Treasurer.
 GEORGE W. ROUNDS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 31, 1896. Then personally appeared the above-named
 Thomas T. Robinson, Frederick N. Tirrell, Robert Bleakie, John S. Bleakie,
 Clifford Devens and Joseph Halstrick, and severally made oath that the fore-
 going certificate by them subscribed is, to the best of their knowledge and
 belief, true.

Before me, GEO. H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 27, 1896. Then personally appeared the above-named
 George W. Rounds, and made oath that the foregoing certificate by him
 subscribed is, to the best of his knowledge and belief, true.

Before me, DAVID W. RYAN,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.

Total income from lease of railway,	\$
Dividends declared (6 per cent on capital stock),	\$
Amount of surplus September 30, 1895,	\$
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.				DR.
Cost of railway: roadbed and tracks,	\$
Cash and current assets: cash,	
Miscellaneous assets: office furniture,	
TOTAL,	\$
LIABILITIES.				CR.
Capital stock,	\$
Current liabilities: dividends not called for,	
Profit and Loss balance (surplus),	
TOTAL,	\$

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued and outstanding,	1,000
Number of shares issued and outstanding,	39
Number of stockholders,	38
Number of stockholders in Massachusetts,	
Amount of stock held in Massachusetts,	\$49,700 00

RAILWAY OWNED.

Length of railway line,	1.006 miles.
Length of second track, . . . . .	.880 "
Total length of main track owned,	1.886 "
Length of sidings, switches, etc., . . . . .	.323 "
Total length, computed as single track,	2.209 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,

31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 31 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,
Directors.

E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1896. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, directors, and E. Francis Oliver, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER SOREN,
Justice of the Peace.

REPORT

OF THE

WOBBURN & READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Commenced operation June 16, 1896.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		\$ 100
Operating expenses,		40
		60
GROSS INCOME ABOVE OPERATING EXPENSES,		\$ 60
Charges upon income accrued during the year :		
Interest and discount on unfunded debts and		
loans,	\$56 33	
Taxes,	23 44	
		80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		\$ 80
Surplus for year ending September 30, 1896,		\$ 20
TOTAL SURPLUS SEPTEMBER 30, 1896,		\$ 20

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$40
GROSS EARNINGS FROM OPERATION,	\$40

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks,	\$ 5
General office expenses and supplies,	2
Insurance,	1
Maintenance of roadway and buildings :	
Repair of roadbed and track,	10
Repair of electric line construction,	5
Maintenance of equipment :	
Repair of cars and other vehicles,	10
Repair of electric equipment of cars,	10
Transportation expenses :	
Cost of electric motive power,	100
Wages and compensation of persons employed in conduct-	
ing transportation,	10
Tolls for trackage rights over other railways,	5
Other transportation expenses: oil, waste, chimneys, etc.,	5
TOTAL OPERATING EXPENSES,	\$40

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$52,512 70	
Electric line construction, including poles, wiring, feeder lines, etc.,	12,076 75	
Salaries, engineering and other expenses incident to construction,	2,498 21	
TOTAL COST OF RAILWAY OWNED,		\$67,087 66
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$5,325 15	
Electric equipment of same,	3,448 17	
Other items of equipment,	1,198 17	
TOTAL COST OF EQUIPMENT OWNED,		9,971 49
Cost of land and buildings :		
Land necessary for operation of railway,	\$1,207 25	
Buildings necessary for operation of railway,	4,876 29	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,088 54
TOTAL PERMANENT INVESTMENTS,		\$83,142 69
Cash and current assets :		
Cash,	\$756 57	
Bills and accounts receivable,	403 38	
Other cash and current assets: unexpired insurance,	525 00	
TOTAL CASH AND CURRENT ASSETS,		1,684 95
TOTAL,		\$84,827 64
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Current liabilities: loans and bills payable,		24,501 18
Profit and Loss balance (surplus),		826 46
TOTAL,		\$84,827 64
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$50,000 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year,	91,650
Number carried per mile of main railway track operated,	18,691
Number of round trips run,	3,502
Number of car miles run,	32,768
Average number of persons employed,	10
Company commenced operation June 16, 1896.	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power.	.	.	.	.
Open passenger cars equipped for electric power.	.	.	.	.
TOTAL PASSENGER CARS OF ALL KINDS.				
Number of all above cars with 4 wheels.	.	.	.	.
Number of all above cars with 8 wheels.	.	.	.	.
Number of electric cars equipped with fenders.	.	.	.	.
Snow ploughs.	.	.	.	.
Electric motors.	.	.	.	.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER)

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	
		Miles.	Miles.
Length of railway line.	4.956	.926	
Total length of main track owned, etc.,	4.956	.926	
Length of sidings, switches, etc.,	.110	-	
TOTAL LENGTH, COMPUTED AS SINGLE TRACK,	5.166	.926	

System of electric motive power in use by the company : General E.
Names of the several cities and towns in which the railways operated by
company are located : Woburn and Reading.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	
Passengers.	-	1	-	-	-
Employees.	-	-	-	-	-
Other persons.	-	2	-	-	-
TOTALS.	-	3	-	-	-

STATEMENT OF EACH ACCIDENT.

July 26, 1896. — Car struck a hack, throwing driver out and injured
quite badly.
August 12. — Man fell from car; slightly injured.
September 15. — Car struck team, slightly injuring driver.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOBURN & READING STREET RAILWAY COMPANY.
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Woodward, *President*, Wakefield, Mass. Jas. F. Shaw, *Vice-President, Treasurer and General Manager*, Newburyport, Mass. Geo. A. Butman, *Clerk of Corporation*, Malden, Mass. Chas. F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Wakefield, Mass. Jas. F. Shaw, Newburyport, Mass. J. H. Cunningham, Chelsea, Mass. H. Fisher Eldredge, Portsmouth, N. H. Geo. A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. CUNNINGHAM,
H. FISHER ELDREDGE,
JAS. F. SHAW,
GEO. A. BUTMAN,
Directors.
JAS. F. SHAW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1896. Then personally appeared the above-named J. H. Cunningham, H. Fisher Eldredge, Jas. F. Shaw and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1936

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	.	.	.	.	.	.
Operating expenses,	.	.	.	.	.	.

GROSS INCOME ABOVE OPERATING EXPENSES.

Charges upon income accrued during the year:	
Interest on funded debt,	\$3,500 00
Interest and discount on unfunded debts and loans,	1,433 52

TOTAL CHARGES AND DEDUCTIONS FROM INCOME. . .

Deficit for year ending September 30, 1896,	.	.	.	.
Amount of deficit September 30, 1895,	.	.	.	.

Deductions during the year: poor account,

TOTAL DEFICIT SEPTEMBER 30, 1896.

EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . - . . .

GROSS EARNINGS FROM OPERATION,

EXPENSES OF OPERATION.

General expenses :

General expenses:					
Insurance,	.	.	.	.	.
Other general expenses: taxes, water, lights, fuel, oils, freight, express, etc ,	.	.	.	.	.
Maintenance of roadway and buildings :					
Repair of roadbed and track,	.	.	.	.	.
Repair of electric line construction,	.	.	.	.	.
Maintenance of equipment :					
Repair of cars and other vehicles,	.	.	.	.	.
Repair of electric equipment of cars,	.	.	.	.	.
Harness, horse-shoeing and veterinary care,	.	.	.	.	.

Transportation expenses :	
Provender,	\$8,702 67
Cost of electric motive power,	6,658 27
Wages and compensation of persons employed in conducting transportation,	14,792 56
Damages for injuries to persons and property,	125 00
Rentals of buildings and other property,	815 84
Other transportation expenses: advertising,	110 41
TOTAL OPERATING EXPENSES,	\$36,787 48

PROPERTY ACCOUNTS.

Additions to railway: extension of railway and tracks (length, 38,961 feet),	\$99,782 32
Additions to equipment:	
Additional cars (6 in number),	\$11,610 69
Other additional rolling stock and vehicles,	778 48
Other additional equipment,	445 58
TOTAL ADDITIONS TO EQUIPMENT,	12,834 75
Additions to land and buildings: new buildings necessary for operation of railway,	6,876 82
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$119,443 89
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts: miscellaneous property,	52 72
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$119,391 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.	DR.
Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$299,472 61
Cost of equipment:	
Miscellaneous equipment,	\$3,010 12
Cars and other rolling stock and vehicles and electric equipment of same,	48,359 84
Horses,	2,153 68
Other items of equipment (tools and supplies),	5,263 91
TOTAL COST OF EQUIPMENT OWNED,	58,787 55
Cost of land and buildings: buildings necessary for operation of railway (car house),	6,876 82
TOTAL PERMANENT INVESTMENTS,	\$365,136 98
Cash and current assets: bills and accounts receivable,	290 83
Miscellaneous assets: prepaid insurance,	199 05
Profit and Loss balance (deficit),	32,335 69
TOTAL,	\$397,962 55

LIABILITIES.										Cr.
Capital stock,	.	.	.	.	.	.	.	.	.	\$.
Funded debt,	.	.	.	.	.	.	.	.	.	\$.
Current liabilities:										
Loans and bills payable,	.	.	.	.	.	.	.	.	.	\$54,912 55
Matured interest coupons unpaid (including coupons due October 1),	.	.	.	.	.	.	.	.	.	2,500 00
TOTAL CURRENT LIABILITIES,										
Accrued liabilities: taxes accrued and not yet due,	.	.	.	.	.	.	.	.	.
TOTAL,										

CAPITAL STOCK.

Capital stock authorized by law,	.	.	.	.	\$200,000 00	
Capital stock authorized by votes of company,	.	.	.	.	140,000 00	
Capital stock issued and outstanding,	.	.	.	.		\$.
Number of shares issued and outstanding,	.	.	.	.	1,400	
Number of stockholders,	.	.	.	.	18	
Number of stockholders in Massachusetts,	.	.	.	.	10	
Amount of stock held in Massachusetts,	.	.	.	.	\$124,500 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	
	Per Cent.			
Coupon bonds,	5	July 1, 1913,	\$200,000 00	\$

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	.	.	.	.
Number carried per mile of main railway track operated,	.	.	.	.
Number of round trips run (estimated),	.	.	.	.
Number of car miles run (estimated),	.	.	.	.
Average number of persons employed,	.	.	.	.

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	.	.	.	.	1	
Box passenger cars equipped for electric power,	.	.	.	.	8	
Total,	.	.	.	.
Open passenger cars equipped for horse power,	.	.	.	.	3	
Open passenger cars equipped for electric power,	.	.	.	.	6	
Total,	.	.	.	.		14
TOTAL PASSENGER CARS OF ALL KINDS,						
Number of all above cars with 4 wheels,	.	.	.	.	.
Snow ploughs,	.	.	.	.	.
Carts and snow sleds,	.	.	.	.	.
Other vehicles: tower wagon, lumber and express wagon,	.	.	.	.	.
Electric motors,	.	.	.	.	.
Horses,	.	.	.	.	.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

length of railway line,	12.790 miles.
total length of main track owned,	12.790 "
length of sidings, switches, etc., . . . . .	.600 "
total length, computed as single track,	18.390 "

system of electric motive power in use by the company : Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located : Woonsocket, R. I., Blackstone, Mass., Cumber-
land, R. I., Manville, R. I.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New England Railroad Company at Main Street, Blackstone, Mass., .	2	1
With New England Railroad Company at North Main Street, Woonsocket, R. I.,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	5	2

Number of above crossings at which frogs are inserted in the tracks, . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
TOTALS,	-	-	1	-	1	-

STATEMENT OF EACH ACCIDENT.

Boy, playing on street, ran in front of car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,
6 SOUTH MAIN STREET, WOONSOCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, 6 South Main Street, Woonsocket, R. I. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Lillian M. Jenckes, *Clerk of Corporation*, 6 South Main Street, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I. Herbert M. Young, *Superintendent*, 6 South Main Street, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Thomas Martin, Chelsea, Mass. Walter Whittlesey, Chelsea, Mass. Chas. H. Wilson, Boston, Mass. Henry L. Whittlesey, Newton, Mass. Edward H. Rathbun, Franklin, Mass. Willard Kent, Woonsocket, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOMAS MARTIN,
WALTER WHITTLESEY,
EDGAR K. RAY,
HENRY L. WHITTLESEY,
Directors.
WALTER WHITTLESEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. CHELSEA, Dec. 24, 1896. Then personally appeared the above-named Thomas Martin and Walter Whittlesey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN T. HADAWAY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Jan. 18, 1897. Then personally appeared the above-named Henry L. Whittlesey, and made oath that the foregoing instrument by him subscribed is true, to the best of his knowledge and belief.

Before me, HOWARD K. BROWN,
Justice of the Peace.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. WOONSOCKET, Jan. 16, 1897. Then personally appeared the above-named Edgar K. Ray, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WALTER R. RAY,
Notary Public.

REPORT

OF THE

VORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$491,375 34
Operating expenses,	371,530 49
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$119,844 85
Charges upon income accrued during the year :	
Interest on funded debt,	\$32,500 00
Interest and discount on unfunded debts and loans,	1,662 30
Taxes,	18,372 95
Rentals of leased railways :	
North End Street Railway Company,	\$7,333 32
Worcester & Shrewsbury Railroad Company,	937 50
Worcester & Shrewsbury Street Railway Company,	250 00
	8,520 82
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	61,056 07
NET DIVISIBLE INCOME,	\$58,788 78
Dividends declared (8 per cent),	56,000 00
Surplus for year ending September 30, 1896,	\$2,788 78
Amount of surplus September 30, 1895,	98,334 83
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$101,123 11
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$484,995 42
Receipts from tolls for use of tracks by other companies,	1,419 08
Receipts from rentals of buildings and other property,	2,418 50
Receipts from sales of manure,	48 00
Receipts from advertising in cars,	2,000 00
Receipts from interest on deposits,	494 34
GROSS EARNINGS FROM OPERATION,	\$491,375 34

EXPENSES OF OPERATION.

General expenses :

Salaries of general officers and clerks,	.	.	.	.	.	\$
General office expenses and supplies,	.	.	.	.	.	.
Legal expenses,	.	.	.	.	.	.
Insurance,	.	.	.	.	.	.
Other general expenses: travelling expense, annual report fee, attractions at lake, directors' meetings, Massachusetts Street Railway Association,	.	.	.	.	.	.

Maintenance of roadway and buildings :

Repair of roadbed and track,	.	.	.	.	.	.
Repair of electric line construction,	.	.	.	.	.	.
Removal of snow and ice,	.	.	.	.	.	.
Repair of buildings,	.	.	.	.	.	.

Maintenance of equipment :

Repair of cars and other vehicles,	.	.	.	.	.	.
Repair of electric equipment of cars,	.	.	.	.	.	.
Harness, horse-shoeing and veterinary care,	.	.	.	.	.	.

Transportation expenses :

Provender,	.	.	.	.	.	.
Cost of electric motive power,	.	.	.	.	.	.
Wages and compensation of persons employed in conducting transportation,	.	.	.	.	.	.
Damages for injuries to persons and property,	.	.	.	.	.	.
Tolls for trackage rights over other railways,	.	.	.	.	.	.
Rentals of buildings and other property,	.	.	.	.	.	.
Other transportation expenses: water, fuel, lights, tools, etc.,	.	.	.	.	.	.

TOTAL OPERATING EXPENSES, \$

PROPERTY ACCOUNTS.

Additions to railway :

Extension of railway and tracks (new, length, 2,274½ feet; rebuilt, horse to electric, length, 2,776½ feet),	\$15,109 15
New electric line construction (length, trolley, 2,275 feet; feed wire, 1,200 feet),	733 39

TOTAL ADDITIONS TO RAILWAY, \$

Additions to equipment: additional rolling stock and vehicles, 1 sweeper, 1 carriage,

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$

Deductions from property accounts: property sold or reduced in valuation and credited to property accounts :

Old line material sold, construction line,	\$328 00
Old rails, flag and brown stone sold, construction track,	929 33

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, \$

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, \$

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$970,385 62	
Electric line construction, including poles, wiring, feeder lines, etc.,	94,832 96	
Salaries, engineering and other expenses incident to construction,	11,252 33	
TOTAL COST OF RAILWAY OWNED,		\$1,076,420 91
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$84,722 68	
Electric equipment of same,	127,989 56	
Horses,	1,000 00	
Other items of equipment,	19,926 11	
TOTAL COST OF EQUIPMENT OWNED,		283,638 35
Cost of land and buildings:		
Land necessary for operation of railway,	\$86,628 45	
Buildings necessary for operation of rail- way,	118,125 76	
TOTAL COST OF LAND AND BUILDINGS OWNED,		204,754 21
TOTAL PERMANENT INVESTMENTS,		\$1,514,813 47
Cash and current assets:		
Cash,	\$18,945 06	
Bills and accounts receivable,	8,273 08	
Other cash and current assets: insurance, present value,	1,560 09	
TOTAL CASH AND CURRENT ASSETS,		28,778 23
Miscellaneous assets: materials and supplies,		15,800 10
TOTAL,		\$1,559,391 80
LIABILITIES.		CR.
Capital stock,		\$700,000 00
Funded debt,		650,000 00
Real estate mortgages,		4,500 00
Current liabilities: loans and bills payable,		95,701 59
Accrued liabilities:		
Interest accrued and not yet due,	\$5,587 94	
Rentals accrued and not yet due,	2,479 16	
TOTAL ACCRUED LIABILITIES,		8,067 10
Profit and Loss balance (surplus),		101,123 11
TOTAL,		\$1,559,391 80
CAPITAL STOCK.		
Capital stock authorized by law,	\$700,000 00	
Capital stock authorized by votes of company,	700,000 00	
Capital stock issued and outstanding,		\$700,000 00
Number of shares issued and outstanding,	7,000	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	\$300 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when Due.	Amount.
Land and building, Shrewsbury Street,	Per Cent. 5	Demand, .	\$1,500 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.
	Per Cent.		
Mortgage bonds,	5	1907,	\$150,000 00
Twenty-year gold bonds,	5	1914,	500,000 00
TOTALS,			\$650,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	
Number carried per mile of main railway track operated (36 066*),	
Number of round trips run,	
Number of car miles run,	
Average number of persons employed,	

EQUIPMENT OWNED.

Box passenger cars equipped for horse power,	18
Box passenger cars equipped for electric power (owned, 53; leased, 8),	66
Total,	84
Open passenger cars equipped for horse power,	2
Open passenger cars equipped for electric power (owned, 47; leased, 6),	53
Total,	55
TOTAL PASSENGER CARS OF ALL KINDS,	139
Number of all above cars with 4 wheels,	139
Number of electric cars equipped with fenders,	11
Snow ploughs,	1
Snow sweepers (owned, 4; leased, 1),	5
Carts, 1; snow sleds, 9; wagons, 5; buggies, 3; caravan, 1,	19
Other vehicles: road machines,	1
Electric motors (owned, 131; leased, 33),	164
Horses,	1

* 4.199 miles track acquired by lease not operated by this road until September

DESCRIPTION OF RAILWAY OWNED, LEASED, ETC.

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	22.020	8.110	.555	30.685
Length of second track,	9.580	-	-	9.580
TOTAL LENGTH OF MAIN TRACK OWNED, ETC., .	31.600	8.110	.555	40.265
Length of sidings, switches, etc., . . . . .	.740	1.219	-	1.959
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, . .	32.340	9.329	.555	42.224

RAILWAY OPERATED AND MOTIVE POWER.

RAILWAY OPERATED.	By Electric Power only.	By Steam Power Tem- porarily.	Total Op- erated.
	Miles.	Miles.	Miles.
Length of railway line,	27.995	2.690	30.685
Length of second track,	9.580	-	9.580
TOTAL LENGTH OF MAIN TRACK,	37.575	2.690	40.265
Length of sidings, switches, etc.,	1.002	.957	1.959
TOTAL LENGTH, COMPUTED AS SINGLE TRACK, . .	38.577	3.647	42.224

System of electric motive power in use by the company : General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located : Worcester.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Boston & Albany, New York, New Haven & Hartford and New England Railroad Companies, Grafton Street,	10	1
With New England Railroad Company, Green Street,	6	1
With Boston & Maine and Fitchburg Railroad Companies, Shrewsbury Street,	3	1
With Boston & Maine and Fitchburg Railroad Companies, Summer Street,	3	2
With Boston & Maine and Fitchburg Railroad Companies, Thomas Street,	2	1
With Boston & Maine and Fitchburg Railroad Companies, Lincoln Square,	3	2
With Boston & Maine and Fitchburg Railroad Companies, Barber's Crossing,	3	1
With New York, New Haven & Hartford Railroad Company at Quinsigamond Village, Millbury Street,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	
Passengers,	-	4	-	30	-
Employees,	-	-	-	-	-
Other persons,	-	-	-	-	-
TOTALS,	-	4	-	30	-

STATEMENT OF EACH ACCIDENT.

October 7, 1895. — Man jumped from moving car.

October 19. — Milk wagon struck by car.

October 20. — Woman fell from car; back injured.

November 6. — Collision of furniture wagon and car; horse killed.

November 14. — Man jumped from car to avoid danger.

December 9. — Collision of team and car; man hurt.

December 11. — Collision of team and car; man hurt.

January 7, 1896. — Car sliding on hill collided with team.

January 15. — Woman thrown by car starting suddenly.

January 27. — Collision of team and car; man hurt.

January 29. — Collision of team and car; man hurt.

March 12. — Man injured stepping from car.

April 7. — Collision of team and car; carriage smashed, occupants thrown.

April 28. — Man on bicycle ran into car.

May 10. — Collision of team and car; occupants thrown out.

May 12. — Man injured getting on moving car.

May 15. — Collision of team and car; carriage smashed, man hurt.

May 27. — Woman injured stepping from moving car.

June 3. — Man jumped from car because hat blew off.

June 4. — Collision of team and car; persons and property injured.

June 4. — Man injured by car leaving the rails.

June 5. — Man on running board injured by passing team.

June 7. — Man jumped to avoid imaginary danger.

July 10. — Collision of car and vegetable team.

August 1. — Woman injured getting off car.

August 7. — Woman jumped from moving car.

August 13. — Woman injured by car starting while she was getting off.

August 13. — Collision of ice wagon and car.

August 15. — Collision of team and car.

August 28. — Woman injured jumping to avoid imaginary danger.

September 11. — Woman injured in stepping from car.

September 15. — Woman injured by stepping from moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

15 MARKET STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. B. Pratt, *President*, Worcester, Mass. A. George Bullock, *Vice-president*, Worcester, Mass. Albert H. Stone, *Treasurer and Clerk of Corporation*, Worcester, Mass. Francis H. Dewey, *General Counsel*, Worcester, Mass. John N. Akarman, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. B. Pratt, Worcester, Mass. A. George Bullock, Worcester, Mass. Francis H. Dewey, Worcester, Mass. Thomas C. Barr, Newark, N. J. Edward J. Moore, Philadelphia, Penn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. B. PRATT,
A. G. BULLOCK,
FRANCIS H. DEWEY,
Directors.
ALBERT H. STONE,
Treasurer.
JNO. N. AKARMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 22, 1896. Then personally appeared the above-named Chas. B. Pratt, A. G. Bullock, Francis H. Dewey, Albert H. Stone and John N. Akarman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HALLECK BARTLETT,
Notary Public.

REPORT
OF THE
WORCESTER & SHREWSBURY STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

[Leased to and operated by the Worcester Consolidated since July 1, 1896.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,414 50
Operating expenses,	2,018 55
NET DEFICIT FROM OPERATION,	\$604 05
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	149 50
Deficit for year ending September 30, 1896,	\$753 55
Amount of surplus September 30, 1895,	575 60
TOTAL DEFICIT SEPTEMBER 30, 1896,	\$177 95
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,414 50
GROSS EARNINGS FROM OPERATION,	\$1,414 50
EXPENSES OF OPERATION.	
General expenses: contingencies and miscellaneous expenses, etc.,	\$1 30
Maintenance of equipment: repair of cars and other vehicles,	80 49
Transportation expenses:	
Cost of electric motive power,	450 64
Wages and compensation of persons employed in conducting transportation,	1,452 37
Other transportation expenses:	
Fuel for heating cars,	29 75
Oil and waste for headlights and cleaning,	4 00
TOTAL OPERATING EXPENSES,	\$2,018 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		Dr.	
Cost of railway:			
Roadbed and tracks,	\$9,263 00		
Electric line construction, including poles, wiring, feeder lines, etc.,	2,137 00		
Salaries, engineering and other expenses incident to construction,	300 00		
TOTAL COST OF RAILWAY OWNED,			\$11,700 00
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$2,800 00		
Electric equipment of same,	3,500 00		
Other items of equipment,	2,000 00		
TOTAL COST OF EQUIPMENT OWNED,			8,300 00
TOTAL PERMANENT INVESTMENTS,			\$20,000 00
Profit and Loss balance (deficit),			177 95
TOTAL,			\$20,177 95
LIABILITIES.		Cr.	
Capital stock,			\$20,000 00
Current liabilities: loans and bills payable,			177 95
TOTAL,			\$20,177 95

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$20,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year (estimated),	86,000
Number carried per mile of main railway track operated,	130,303
Number of round trips run (estimated),	19,818
Number of car miles run (estimated),	19,818

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	.660 miles.
Total length of main track owned, . . . . .	.660 "
Length of sidings, switches, etc., . . . . .	.040 "
Total length, computed as single track, . . . . .	.700 "

System of electric motive power in use by the company: Edison, No. 1. motors.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Mass.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRUCKS AT CROSSINGS.	
	Railroad.	Private.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With tracks belonging to city of Worcester in Foster Street, . . .	2	1

Number of above crossings at which frogs are inserted in the tracks, . . .

GENERAL REMARKS AND EXPLANATIONS.

This report is for nine months, commencing October 1, 1895, to September 30, 1896. Leased to Worcester Consolidated Street Railway Company January 1, 1896.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY

19 FOSTER STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation and Superintendent*, Worcester, Mass. Eben Thompson, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. S. Turner, Worcester, Mass. James M. Drennan, Worcester, Mass. Horace H. Bigelow, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are all, just and true.

GEO. A. STEVENS,
HORACE H. BIGELOW,
CHAS. S. TURNER,
JAS. M. DRENNAN,
JULIAN F. BIGELOW,

Directors.

HORACE H. BIGELOW,

Treasurer.

IRVING E. BIGELOW,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 20, 1896. Then personally appeared the above-named Geo. A. Stevens, Horace H. Bigelow, Chas. S. Turner, Jas. M. Drennan and Julian F. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK B. HALL,

Justice of the Peace.

REPORT
OF THE
WORCESTER AND SUBURBAN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$14,920
Operating expenses,	920
GROSS INCOME ABOVE OPERATING EXPENSES,	\$32,000
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,325 00
Interest and discount on unfunded debts and loans,	8,304 24
Taxes,	8,943 58
Other deductions from income:	
State highway,	\$2,106 92
Bills receivable, \$328.32; bond account, \$419.02,	747 34
	2,854 26
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	23,427 00
NET DIVISIBLE INCOME,	\$8,573 00
Dividends declared (4 per cent),	21,700 00
Surplus for year ending September 30, 1896,	\$4,100 00
Amount of surplus September 30, 1895,	1,000 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$5,100 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$14,920
Receipts from tolls for use of tracks by other companies,	1,000
Receipts from rentals of buildings and other property,	1,000
Receipts from advertising in cars,	1,000
GROSS EARNINGS FROM OPERATION,	\$14,920

General expenses :		
Salaries of general officers and clerks,		\$6,244 41
General office expenses and supplies,		1,904 64
Legal expenses,		535 28
Insurance,		5,272 86
Maintenance of roadway and buildings :		
Repair of roadbed and track,		4,142 49
Repair of electric line construction,		1,574 19
Removal of snow and ice,		1,220 21
Repair of buildings,		514 64
Maintenance of equipment :		
Repair of cars and other vehicles,		9,560 48
Repair of electric equipment of cars,		4,467 80
Harness, horse-shoeing and veterinary care,		341 34
Transportation expenses :		
Cost of electric motive power,		19,525 16
Wages and compensation of persons employed in conducting transportation,		85,848 17
Damages for injuries to persons and property,		266 85
Tolls for trackage rights over other railways,		95 35
Rentals of buildings and other property,		495 20
Other transportation expenses : heating and lighting cars and buildings,		1,064 87
TOTAL OPERATING EXPENSES,		\$92,572 48

PROPERTY ACCOUNTS.

Additions to railway : additional work required under original ordinances of city and town, railway and tracks (length, 800 feet), new electric line construction (length, 800 feet),			\$1,591 20
Additions to equipment :			
Electric equipment and additional rolling stock and vehicles,	\$9,977 60		
Additional horses (1 in number) and additional equipment,	266 06		
TOTAL ADDITIONS TO EQUIPMENT,			10,243 66
Additions to land and buildings,			528 54
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,			\$12,358 40
Deductions from property accounts : property sold or reduced in valuation and credited to property accounts :			
land,			500 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,			\$11,858 40

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$313,115 25	
Electric line construction, including poles, wiring, feeder lines, etc.,	67,144 28	
Salaries, engineering and other expenses incident to construction,	17,327 28	
TOTAL COST OF RAILWAY OWNED,		\$397,486 76

Cost of equipment:

Cars and other rolling stock and vehicles and electric equipment of same, . . .	\$185,801 65
Horses and other items of equipment, . . .	4,769 10

TOTAL COST OF EQUIPMENT OWNED, **\$190,570 75**

Cost of land and buildings:

Land necessary for operation of railway, . . .	\$12,675 47
Electric power stations, including equipment, . . .	152,992 64
Other buildings necessary for operation of railway,	29,587 37

TOTAL COST OF LAND AND BUILDINGS OWNED, **195,255 48**

Other permanent property: dwelling houses, **17,250 00**

TOTAL PERMANENT INVESTMENTS, **\$303,076 23**

Cash and current assets:

Cash,	\$889 15
Bills and accounts receivable,	1,497 33
Other cash and current assets:	
State highway,	12,382 69
Bond account,	3,771 21

TOTAL CASH AND CURRENT ASSETS, **15,540 38**

Miscellaneous assets: materials and supplies, **10,000 00**

TOTAL, **\$328,616 61**

LIABILITIES.**CR.**

Capital stock,	\$542,500 00
Funded debt,	188,500 00
Current liabilities: loans and bills payable,	7,500 00
Accrued liabilities: interest accrued and not yet due,	7 00
Profit and Loss balance (surplus),	1,116 61

TOTAL, **\$840,623 61**

CAPITAL STOCK.

Capital stock authorized by law,	\$542,500 00
Capital stock authorized by votes of company,	542,500 00
Capital stock issued and outstanding,	542,500 00
Number of shares issued and outstanding,	5,425
Number of stockholders,	183
Number of stockholders in Massachusetts,	175
Amount of stock held in Massachusetts,	\$529,700 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest due.
	Per Cent.			
Mortgage bonds,	5	May 1, 1915.	\$188,500 00	\$ -

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year,	3,101,867
Number carried per mile of main railway track operated,	141,531
Number of round trips run,	49,414
Number of car miles run,	619,408
Average number of persons employed,	86

EQUIPMENT OWNED.

Box passenger cars equipped for electric power,	24
Open passenger cars equipped for electric power,	24
TOTAL PASSENGER CARS OF ALL KINDS,	48
Number of all above cars with 4 wheels,	48
Number of electric cars equipped with fenders,	48
Snow ploughs,	6
Carts and snow sleds,	3
Other vehicles:	
Horse snow levellers,	5
Tower wagons,	2
Electric motors,	68
Horses,	3
Harnesses (double, 1; single, 3),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	20.867 miles.
Length of second track,	1.046 "
Total length of main track owned,	21.918 "
Length of sidings, switches, etc.,	1.229 "
Total length, computed as single track,	28.142 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Leicester and Spencer.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	11	-	11
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	8	-	8
TOTAL,	-	-	-	20	-	20

STATEMENT OF EACH ACCIDENT.

Lady fell getting off car.
 Man lost balance on platform; fell off.
 Man jumped off car backwards; fell, hurting his head.
 Car struck team, throwing driver out.
 Glass broke in car door, cutting passenger's leg.
 Man fell from car in getting off.
 Motorman fell from car; taken up unconscious.
 Car ran into team, throwing driver off.
 Man fell in stepping off car.
 Team ran into car, throwing driver off.
 Child fell in front of car; scalp wound.
 Man riding bicycle beside car fell from wheel, striking his head on board of car.
 Man jumped off to recover bundle; thrown down.
 Man lost balance and fell from platform of car.
 Lady fell in attempting to get on car while it was in motion.
 Man jumped from car, bruising hands and face.
 Team drove in front of car, throwing occupants out.
 Team drove in front of car, throwing occupants out.
 Lady stepped from car before it stopped.
 Man jumped backwards from moving car; was thrown down.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SUBURBAN STREET RAILWAY COMPANY.

43 PARK STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edwin L. Watson, *President and General Manager*, Leicester, Mass. T. Robinson, *Treasurer and Clerk of Corporation*, Dedham, Mass. Stephen Earle and Geo. A. Smith, *Auditors*, Worcester, Mass. B. W. Potter, *Counsel*, Worcester, Mass. John B. Gorman, *Superintendent*, Leicester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin L. Watson, Leicester, Mass. W. F. Whittemore, Leicester, Mass. Sam'l E. Winslow, Worcester, Mass. B. W. Potter, Worcester, Mass. Whitney, Millbury, Mass. Isaac L. Prouty, Spencer, Mass. Thos. T. Robinson, Dedham, Mass.

all, just and true.

ISAAC L. PROUTY,
THOS. T. ROBINSON,
W. F. WHITTEMORE,
BURTON W. POTTER,
SAMUEL E. WINSLOW,

Directors.

THOS. T. ROBINSON,

Treasurer.

JOHN B. GORMAN;

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 2, 1896. Then personally appeared the above-named Isaac L. Prouty, Thos. T. Robinson, W. F. Whittemore, Burton W. Potter, Samuel E. Winslow and John B. Gorman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. SMITH,

Notary Public.

REPORT
OF THE
WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1896.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$20,455
Operating expenses,	12,447
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,008
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,434 05
Taxes,	193 51
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,627 56
Surplus for year ending September 30, 1896,	\$6,380 44
Amount of deficit September 30, 1895,	3,000 00
TOTAL SURPLUS SEPTEMBER 30, 1896,	\$3,380 44

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$17,000
Receipts from rentals of buildings and other property,	4,000
Receipts from advertising in cars,	1,000
Other earnings from operation: horses sold, \$1,622.90; rink, \$25.35; poles, \$4; park, \$63.25; harness, \$58.70; coal, \$12.21; junk, etc., \$59.85,	1,846 41
GROSS EARNINGS FROM OPERATION,	\$23,436 16

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$5,000
General office expenses and supplies,	4,000
Legal expenses,	2,000
Insurance,	2,000
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,000
Repair of electric line construction,	1,000
Removal of snow and ice,	1,000
Repair of buildings,	1,000

Maintenance of equipment:		
Repair of cars and other vehicles,	.	\$79 29
Repair of electric equipment of cars,	.	32 65
Harness, horse-shoeing and veterinary care,	.	87 90
Transportation expenses:		
Provender,	.	740 88
Cost of electric motive power,	.	2,014 50
Wages and compensation of persons employed in conducting transportation,	.	8,233 58
Damages for injuries to persons and property,	.	15 00
Rentals of buildings and other property,	.	195 77
TOTAL OPERATING EXPENSES,		\$12,645 73

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of railway and tracks,	.	\$1,529 01
New electric line construction,	.	18,335 84
TOTAL ADDITIONS TO RAILWAY,		\$14,864 85
Additions to equipment:		
Additional cars (2 in number),	.	\$2,787 48
Electric equipment of same,	.	5,866 85
TOTAL ADDITIONS TO EQUIPMENT,		8,654 33
Additions to land and buildings:		
Additional land necessary for operation of railway,	.	\$1,400 00
New electric power stations, including machinery, etc.,	.	14,633 15
Additional equipment of power stations,	.	598 59
TOTAL ADDITIONS TO LAND AND BUILDINGS,		16,631 74
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$40,150 92
Deductions from property accounts: property sold or reduced in valuation and credited to property accounts:		
Thirty-three horses sold,	.	\$4,508 37
Other items of equipment,	.	65 62
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		4,573 99
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$35,576 93

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	.	\$27,917 44
Electric line construction, including poles, wiring, feeder lines, etc.,	.	13,335 84
Salaries, engineering and other expenses incident to construction,	.	8,009 46
TOTAL COST OF RAILWAY OWNED,		\$44,262 74

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY.

WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. A. Lakin, *President and General Manager*, Westfield, Mass. T. J. Cooley, *Treasurer*, Westfield, Mass. R. D. Gillett, *Clerk of Corporation*, Westfield, Mass. H. W. Ely, *General Counsel*, Westfield, Mass. W. S. Townsend, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. A. Lakin, Westfield, Mass. R. B. Crane, Westfield, Mass. J. A. Crane, Westfield, Mass. D. L. Gillett, Westfield, Mass. R. D. Gillett, Westfield, Mass. R. W. Parks, Westfield, Mass. T. J. Cooley, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBT. B. CRANE,
ROBERT W. PARKS,
RALPH D. GILLETT,
JAMES A. LAKIN,
J. A. CRANE,
T. J. COOLEY,

Directors

T. J. COOLEY,

Treasurer

W. S. TOWNSEND,

Superintendent

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 8, 1896. Then personally appeared the above-named Robert W. Parks, Ralph D. Gillett, James A. Lakin, T. J. Cooley, treasurer, W. S. Townsend, superintendent, Robert B. Crane and J. A. Crane, and they all made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief, true.

Before me,

CHARLES F. ELY,

Justice of the Peace.

INDEX TO RETURNS

OF

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